

# MINUTES OF THE

## JOINT AGENCY TRANSPORTATION PUBLIC HEARING

Public Hearing on the 2003-2007 Tentative Five Year Construction Program of State Highways, 2003-2007 Tentative Airport Development Program, 2003-2007 Tentative Life Cycle Program, Draft MAG FY 2003-2007 Transportation Improvement Program, MAG Area Freeway Life Cycle Program for the MAG Regional Freeway System, FY 2003-2007, RPTA/Valley Metro Short Range Transit Report, 2002-2006 and Draft MAG FY 2002 Long Range Transportation Plan Update  
12:00 p.m., Friday, April 5, 2002  
Maricopa Association of Governments (MAG)  
302 North 1<sup>st</sup> Avenue, 2<sup>nd</sup> Floor-Saguaro Room  
Phoenix, Arizona 85003

The State Transportation Board and Maricopa Association of Governments (MAG) met in official session for a Joint Agency Transportation Public Hearing at 12:00 p.m., Friday, April 5, 2002, with Co-Chairpersons Keno Hawker, Mayor of the City of Mesa, and Katie Dusenberry, Chairman of the State Transportation Board, presiding. Other State Transportation Board members present included: Vice Chairman Ingo Radicke, Dick Hileman, Bill Jeffers and Joe Lane. Also present were representatives from the Citizen Transportation Oversight Committee. Members present were: Chairman Roc Arnett, Ron Gawlitta, Paul Schwartz, Tom Liddy, Jim Lykins and Dwight Amery. Also present were ADOT Director Victor Mendez, Arnold Burnham/ADOT, John Pein/ADOT, Chuck Eaton/ADOT, Gary Adams/ADOT and Paul Ward, MAG Transportation Programming Manager. There were approximately 60 people in the audience.

## Opening Remarks and Pledge of Allegiance

Mayor Hawker called the meeting to order and led those present in the Pledge of Allegiance. He explained today's public hearing is one component of the MAG mid-phase public involvement opportunity process. He said the meeting is also the Phoenix Regional Public Hearing on the Tentative Program for the State Transportation Board. He noted additional State Transportation Board hearings will be held in Tucson on April 12, and in Flagstaff on April 19. Mayor Hawker introduced the MAG representatives, while Ms. Dusenberry introduced members of the State Transportation Board. Roc Arnett, CTOC Chairman, introduced members of the Citizens Transportation Oversight Committee in attendance.

## 2003-2007 Tentative Five Year Construction Program of State Highways.

Mr. Burnham discussed the agreements made between MAG, PAG and the thirteen Other Counties (TOC) as to how revenues would be used in the Fiscal Year 2007 program. He reported that it was decided at the last Board meeting that the \$5 million in state funding for the Hoover Dam project would be shared statewide. He explained they developed the program under

the assumption there would be a \$300 million revenue shortfall for the five upcoming fiscal years. He stated House Bill 2588, which would help cover the shortfall by increasing the Board's bonding capacity, was recently signed by the Governor. He said one of the major changes they made to this year's program was to push out any project that would not be ready to proceed in the year it was programmed. He said they also deferred some projects and moved others completely out of the program, placing them in the database for FY08 and 09.

Mr. Burnham reviewed projects that were adjusted. He stated the projects in Southern Arizona needed additional money, therefore they were deferred to FY 08/09. He said rest area projects in Northern Arizona were short funded and were also deferred. He noted the program can be accessed on the Web and suggested those wishing to comment, direct their comments to the State Transportation Board Chairman, Katie Dusenberry.

In response to Mr. Arnett's question, Mr. Burnham reported \$129 million in projects were deferred.

#### PAG Tentative Five Year Construction Program of State Highways

Mr. Pein explained that the Pima Association of Governments is comprised of the City of Tucson, Oro Valley, Sahuarita, Marana, Pima County, South Tucson and ADOT. He said they also work in partnership with the Pascua Yaqui Tribe, the Tohono O'odham Nation, Sun Trans, Davis-Monthan Air Force Base, the University of Arizona and the Tucson Airport Authority. He stated the recommended program was unanimously approved by the CIPSA Committee, the Transportation Planning Committee, and the Management Committee. He stated the Regional Council unanimously approved and accepted the program in January. He reported \$57,275,000 was allocated for projects in the Pima Region this year. He identified I-10 construction in the vicinity of Congress and 29<sup>th</sup> as being their highest priority, pointing out that area of the roadway currently handles 170,000 vehicles a day. He stated the Marsh Station TI is located in one of the most environmentally sensitive areas in the southeast portion of the valley. He explained additional funding is necessary to bring the structure out to accommodate future growth, therefore \$7 million has been added to the existing program. He said the third project, Valencia to Ajo, supplements other projects and is in an area where projected growth actually exceeds the average daily traffic on I-10 east of Tucson. He said the Ina Road TI design is a cooperative effort with Pima County to improve Ina Road and increase westbound capacity.

In response to Mr. Radtke's question, Mr. Pein explained the Marsh Station TI project is actually within the Safford Maintenance district and within the Tucson Construction district, but not included in any area's Planning district. He said PAG has committed \$19 million of their allocation to this project.

Mayor Hawker asked why the Board decided to make the Hoover Dam project a statewide contribution. Ms. Dusenberry explained the Board felt the Hoover Dam project was a statewide, rather than regional, project. She said, therefore, the Board voted to take the \$5 million in FY06 and FY 07 off the top, similar to the Port of Entry project. Mr. Bourey explained they went through a process wherein all professional staff throughout the state made recommendations to

their respective Boards as to what money would be available within the regional and state programs. He said the Board's action was totally inconsistent with the RAAAC's recommendation and would do tremendous harm to that cooperative effort. He urged the Board not to go forward with the recommendation.

Ms. Dusenberry clarified 50 percent of the \$20 million would be taken from the TOC, 37 percent from MAG and 13 percent from PAG. Mr. Jeffers suggested it was an oversight on RAAAC's part not to place the project in the statewide system from the beginning. He pointed out the bridge is not only of state importance, but national importance as well.

Mr. Bourey expressed concern that the Board would make similar, unilateral decisions with regard to other projects. He also commented that the change would alter their projections.

#### MAG Tentative Five Year Construction Program of State Highways

Mr. Eaton explained the MAG Tentative Five Year Construction Program was fully coordinated with MAG and RPTA staff. He said projects were solicited from MAG members, a list of projects were reviewed and a recommendation was made by staff to the Transportation Board and MAG Regional Council. He reviewed major projects throughout the region, including the I-10 CD Road System and US 60-Val Vista to Power. He said there is additional money in the program to help fund the State Route 85 widening project and money was added for the system interchange at US 60 and L202. He stated they added a small amount of money to help preserve rights-of-way along L303 and want to continue funding the freeway service patrol.

Mr. Eaton reported significant cost increases on I-10, 83<sup>rd</sup> to 59<sup>th</sup>; I-17, Peoria to Greenway; and State Route 51 to Shea. He explained that, in order to accomplish those projects, the Vekol Wash rest area was taken out of the program and the freeway management project on the Loop 101 from Scottsdale to 90<sup>th</sup> Street and the widening project on I-17, from the Loop 101 to SR 74 were deferred. He noted funding set aside for park and ride lots also had to be deferred.

Mr. Arnett asked what dollar amount was deferred. Mr. Eaton answered \$33 million. Mr. Arnett asked what portion of that amount came from park and ride lots. Mr. Eaton stated park and ride lots are not actually losing money, explaining, the funds are being delayed beyond the five-year program.

Mr. Jeffers asked if the deferred projects were deferred out past the 2007 program. Mr. Eaton said, not necessarily, explaining I-17, Peoria to Greenway was moved from 2003 to 2005. Mr. Jeffers asked for an update on the status of the Loop 303. Mr. Eaton said a study is currently underway to address the 303 alignment from Lake Pleasant Road and I-17. Mr. Jeffers pointed out the Loop 303 is conditional upon extension of the half-cent sales tax. He asked if MAG is optimistic that the half-cent sales tax will, in fact, be extended.

Mr. Arnett asked if the funds would be used to acquire right-of-way on the Loop 303 north of Grand. Mr. Eaton explained the intent is to acquire right-of-way along the corridor between Lake Pleasant and I-17. Mr. Arnett asked if they have passed all the challenge dates on the right-

of-way south of Grand to I-17. Mr. Eaton said, not necessarily, however, there is a continued effort to lock in those rights-of-way. Mr. Arnett pointed out Loop 303 was in the original 1985 vote, but ultimately taken out. He said people in the area are extremely interested in making sure it happens.

#### **2003-2007 Tentative Life Cycle Program.**

Mr. Eaton reported, as of Monday, they will have opened 91 miles to traffic, with eight miles currently under construction and 33 miles under design. He said they have also acquired over 7,000 acres of right-of-way. He noted the final section of the Loop 101 will open Monday. He stated the Red Mountain project between Gilbert and Higley is scheduled to be completed later this year, while two Grand Avenue projects, 27<sup>th</sup> and 91<sup>st</sup> Avenues, should be completed by early 2003. He said the system interchange between SR 51 and Loop 101 and Phase 2 of the Santan are under construction and are expected to be completed in mid and late 2003, respectively. He said they will bid the I-10 to Price segment of the Santan within the next month or two.

Mr. Eaton reported \$134 million in additional revenues, primarily from new bonding in 2007, to offset construction and right-of-way cost increases totaling \$137 million. He noted the system interchange at U.S. 60 and Loop 202 accounted for the major cost increase. He stated the Santan, originally scheduled for completion in 2007, is now scheduled to open in 2006. He said, conversely, the Red Mountain is now scheduled for completion in 2007 instead of 2006.

In response to Mayor Hawker's question, Mr. Eaton stated the system is scheduled to be complete by the end of 2007. He stated the half-cent sales tax runs out at the end of 2005, however, state and federal aid funds will carry the system beyond that point. Mayor Hawker asked if there are any contingency funds or if the funds would be gone at the end of 2007. Mr. Eaton said there would be no RARF money left, explaining they leveraged money out to 2014.

#### **2003-2007 Tentative Airport Development Program.**

Mr. Adams explained the airport system is divided into two types of airports: primary systems eligible for federal and state assistance; and secondary systems, eligible for some state assistance, but no federal assistance. He said there are approximately 95 airports competing for state and federal assistance. He discussed the process by which they developed the Five Year Program, stating they first estimated the amount of revenue available over the five year period. He said they then asked individual airports what they would like constructed at their airport and what they anticipate constructing during the next five years. He said that list of projects was prioritized and a draft program was developed.

Mr. Adams stated the State Aviation Fund is strictly supported by the aviation industry, with the Flight Property Tax being the biggest contributor. He said their revenue forecast has been reduced approximately 20 percent as a result of the September 11 terrorist attacks. He noted, however, the State Legislature passed a bill last year that returns 100 percent of the Flight Property Tax to the State Aviation Fund. He said this year's forecast for the Flight Property Tax totals about \$6.5 million, however, it is expected to increase to \$13 million in 2004. He

explained the State Transportation Board has a policy of matching all federal grants given by the FAA. He said, as a result of the events of September 11, they anticipate previously ineligible security projects will become eligible and Congress will put more money into airports and security measures. He said, therefore, they have increased the amount set aside for future projects. He noted they are also investing \$3 million a year in preserving asphalt at airports throughout the state. He emphasized that they are unable to meet demand, noting 250 projects were not funded.

## **MAG Area Freeway Life Cycle Program for the MAG Regional Freeway System, FY 2003-2007**

Mr. Anderson explained the 1985 sales tax vote, as modified by Governor Symington, removed Loop 303/Grand Avenue and the Paradise Freeway from the Regional Freeway Program. He said, subsequent to that action, MAG and ADOT added back a series of traffic interchanges on Grand Avenue in an attempt to alleviate traffic problems in that corridor. He stated MAG's first responsibility is to adopt criteria and establish priorities for the freeway program. He said they are also charged with approving material changes and preparing an annual report. He explained the purpose of the annual report is to analyze the program's fiscal status and to make recommendations as to how the program can be improved.

Mr. Anderson stated the sales tax, due to expire at the end of 2005, is projected to raise approximately \$270 million, however, it is currently running below forecast. He said total system costs are up about \$178 million, \$164 million of which is for the funded system. He said, thanks to the acceleration of the program and the addition of Board Funding Obligations, they have completed a major portion of the right-of-way acquisition, with the remaining right-of-way scheduled for acquisition within the next two fiscal years. He pointed out the current cost to complete the freeway program is almost \$39 million per mile, with \$24 million in construction costs, \$12 million in right-of-way costs and the balance in design costs. He said local governments have been very aggressive in accelerating projects, noting the City of Mesa funded the acceleration of both the Country Club to Gilbert Road and Higley Road sections.

## **Draft MAG FY 2002 Long Range Transportation Plan Update.**

Mr. Herzog stated, over the next 20 years, they expect population in the region to increase by 50 percent, vehicular traffic to increase by 58 percent and other travel demands, including air traffic at Sky Harbor, to increase significantly. He explained they made limited changes to the 2002 update because they are working on a new regional transportation plan that will address all modes. He reported fixed route bus service is expected to double in 10 years and triple in 20, while express bus service is expected to double in 10 years and quadruple in 20. He reviewed the core light rail system, running from Mesa to Christown Mall, stating there is also potential for light rail extensions further out. He stated their plan is comprehensive and covers all modes of transportation.

## Draft MAG FY 2003-2007 Transportation Improvement Program.

Mr. Ward explained the Draft FY 2003-2007 MAG Transportation Improvement Program (TIP) contains most of the transportation projects scheduled to be carried out within the metropolitan planning area over the next five years. He stated federal guidance requires that, every two years, metropolitan areas develop a TIP that includes all Title 23 Federal Transportation Funds, expect those regarding safety, emergency and planning. He said, because the region is in non-attainment for a variety of federally recognized air quality pollutants, the TIP also has to include all regionally significant projects, regardless of their funding source. He noted all regionally significant projects within the region have to be analyzed by a rating system known as the "Congestion Management System." He explained that, in order to stay current with air quality plans and to allow the maximum flexibility in an extremely fast growing region, the MAG TIP is actually developed every year. He stated the data comes primarily from staff, federal, state and local agencies; and other programs. He stated further input comes from members of the public and MAG staff. Mr. Ward stated the TIP totals \$4.61 billion, with local funds accounting for \$1.6 billion, federal funds accounting for \$1.4 billion and regional funds accounting for \$1.3 billion. He pointed out that \$308 million comes from private funds from developers. He stated the \$4.16 billion represents an increase of less than one percent from the previous program. He stated the increase largely reflects the reduction in regional freeway system projects and a slight reduction in other fiscal year 2007 projects submitted by area agencies. He explained the funds are shared between freeways, streets and transit, with freeways receiving \$1.7 billion, street, bicycle and pedestrian projects receiving \$1.6 billion and transit projects receiving \$1.3 billion. He stated the remaining 30 million dollars is for regional studies and contingencies. With regard to federal funds programmed in the TIP, Mr. Ward stated freeway projects will receive 50 percent, street projects and intelligent transportation system projects will receive nearly 21 percent, transit and transportation demand management projects will receive over 12 percent, bicycle and pedestrian projects will receive nearly 11 percent and the remaining seven percent is targeted for telecommunications projects, studies and contingencies.

## CALL TO AUDIENCE

Mayor Joe Harper, City of San Luis, and on behalf of the Yuma Metropolitan Planning Organization, thanked the Board for their continuing effort on Ash Highway, explaining it takes traffic from San Luis to the city of Yuma and connects to I-8. He said the San Luis II Port of Entry, once constructed, will increase San Luis and Yuma County's economic development. He asked the Board for relief from the tremendous backups they already experience along the border, noting \$280 billion dollars are traded through the borders every year. He thanked the Board for widening Highway 95, stating it is an important regional link between San Luis and the City of Yuma. He asked the Board to improve Highway 95 from Yuma to Quartzsite, stating it is not an all-weather road, resulting in closures and washouts when it rains. He also asked for an all-weather bridge on High 95 that would allow the highway to remain open when the wash is running.

Mr. Tom Talo, City of Phoenix, thanked ADOT for the work they have done delivering the valley's transportation system. He stated it is important for the region to determine what it will

do when the half-cent sales tax expires. He asked the Board to support a bill currently at the State Legislature that would authorize the region to extend the half-cent sales tax.

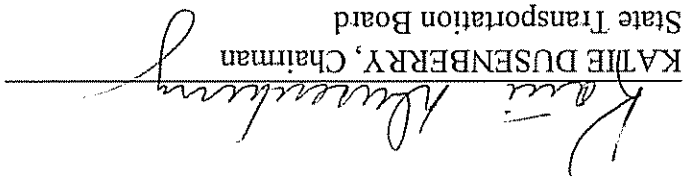
Ms. Dee Dee Barker, resident of Phoenix, expressed her opinion the express bus service offers a great value. She said the state should do a better job of informing the public about its meetings, suggesting they post information on the buses. She asked MAG to get back with her about the Federal Transit Administration workshop. She recommended the state concentrate on educating and motivating people to use the transit system already in place before putting any other system online. She voiced her support of a rapid light rail system, stating an at-grade rail system would create more pollution and congestion.

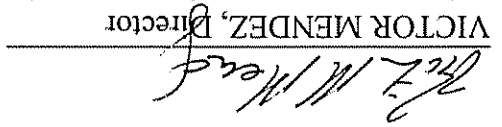
Mr. Blue Crowley, Phoenix resident, thanked the State Board and CTOC Committee for attending the meeting. He questioned why a number of MAG members and the RPTA Board did not attend. He expressed his opinion the City of Phoenix should abandon the I-10 express. He asked that the record reflect he was denied access to the June 26 meeting, stating Mr. Bourey instructed a man to arrest him for trespassing. He said Mr. Bourey also denied him access to the library. He stated it was a violation of law to require that he sign in at the last CTOC meeting, noting he was then only given one minute to speak. He stated the CTOC committee is a citizen committee and, as such, it should reach out to the community and listen to what it is saying. He asked why MAG has a problem with governance and the changes currently before the Legislature. He asked, in what way the Board and MAG are advisory to the Legislature. He said the state needs to start coordinating its efforts in terms of planning. He pointed out the bridge on Grand Avenue at 27<sup>th</sup> and Thomas Avenues is not multi-modal, stating pedestrians, bicyclists and transit were not made part of the equation until after the fact.

## ADJOURN

Mayor Hawker thanked the citizens for attending and the members of the State Transportation Board, CTOC, Valley Metro and MAG for their participation.

The meeting adjourned at 1:25 p.m.

  
KATIE DUSENBERRY, Chairman  
State Transportation Board

  
VICTOR MENDEZ, Director  
Arizona Department of Transportation (ADOT)

\*Denotes items approved in the consent agenda.

**MINUTES  
OF THE  
STATE TRANSPORTATION BOARD**

Public Hearing on the 2003-2007 Tentative Five Year Construction  
Program of State Highways, 2003-2007 Tentative Airport Development Program  
2003-2007 Tentative Life Cycle Program  
9:00 a.m., Friday, April 12, 2002  
The Manning House  
450 West Paseo Redondo  
Tucson, Arizona

The State Transportation Board met in official session for a Public Hearing at 9:00 a.m., Friday, April 12, 2002, with Chairman Katie Dusenberry presiding. Other members present included Vice Chairman Ingo Radicke, Dick Hileman, Bill Jeffers, Jim Martin, Rusty Gant and Joe Lane. Also present were Director Victor Mendez, Debra Brisk, Deputy Director, Mary Lynn Tischer, Assistant Director, Transportation Planning and Dick Wright, State Engineer. There were approximately 80 people in the audience.

**Opening Remarks and Pledge of Allegiance**

Chairman Dusenberry called the Special meeting of the Board to order and welcomed those present. She led the audience in the Pledge of Allegiance.

**Interstate Federal Aid (required FHWA Concurrence and compliance with DBE regulations)**

|                 |                                      |                       |
|-----------------|--------------------------------------|-----------------------|
| BIDS OPENED:    | March 15                             |                       |
| HIGHWAY:        | TUCSON-BENSON HIGHWAY (I-10)         |                       |
| SECTION:        | I-10 / I-19 Traffic Interchange      |                       |
| COUNTY:         | Pima                                 |                       |
| ROUTE NO:       | I-10                                 |                       |
| PROJECT:        | AC-IM-10-4(175)A 010 PM 260 H319003C |                       |
| FUNDING:        | 94% Federal 6% State                 |                       |
| LOW BIDDER:     | Pulice Construction, Inc.            |                       |
|                 | "A" AMOUNT                           | "A+B" AMOUNT          |
| AMOUNT:         | \$54,272,422.30                      | \$63,272,422.30       |
| STATE ESTIMATE: | \$56,932,000.00                      | \$68,752,000.00       |
| \$ UNDER:       | \$2,659,577.70                       | (Based on "A" Amount) |
| % UNDER:        | 4.7%                                 | (Based on "A" Amount) |
| NO. BIDDERS:    | 5                                    |                       |
| RECOMMENDATION: | AWARD                                |                       |

COMMENTS: At the time of the bid opening, Pulice Construction was read as the apparent low bidder and FNF Construction was



the second low bidder. The Special Provisions require the bidders to provide a list of five projects on which, "...he/she has successfully installed modular expansion joints." Five bids were received. Two firms, FNF Construction and Kiewit Western, submitted a list with their bids. Three firms, Pulice Construction, Granite/Sundt(JV), and Edward Kraemer & Sons, did not provide a list with their bids.

Failure to include a list of five projects in the bid documents is an error related to the bidder's Responsibility and not the bid's Responsiveness. Responsibility is based on the bidder's ability to perform the work. The bidder has a reasonable time after bids are opened to supplement the bid with evidence of their ability to perform the work.

On March 18, 2002, the three firms were invited to submit the list of projects as described in the Special Provisions. Department staff evaluated the submittals and determined that the documents provided by Pulice Construction satisfied the requirements of the specifications. Therefore, Staff recommends award to the low bidder, Pulice Construction, Inc.

**Board Action:** A motion to approve the above recommendation was made by Mr. Gant, seconded by Mr. Radicke and passed unanimously.

**Board Action:** A motion to adjourn the Special meeting was made by Mr. Hileman, seconded by Mr. Radicke and passed unanimously.

Chairman Dusenberry called the public hearing to order.

Kathleen Dunbar, Tucson City Councilmember, welcomed the Board to Tucson.

Chairman Dusenberry thanked the City of Tucson for their hospitality and introduced dignitaries present in the audience.

### **2003-2007 Tentative Five Year Construction Program of State Highways.**

Mr. Burnham stated this year's 07 Program has approximately \$565 million in the fifth year, including the port of entry and \$5 million for Hoover Dam. He explained that in developing the program, they assumed a \$300 million shortfall in federal revenues. He noted House Bill 2588 introduced into the legislature increases the Board's bonding capacity \$300 million, covering the federal revenue shortfall. He stated \$48 million in subprogram adjustments were made and some projects were pushed into 2008/09. He identified Highway 188 Resort Road in Devore, a truck

escape route for US 60, and Highway 191 as projects whose budgets were increased. He stated the Benson 191 railroad overpass, the B10 underpass, SR 280 in Yuma, the Gila River Bridge on I-10, and Melody Lane in Bisbee were deferred into the outer year. He said the shortfall in funding only allowed for the design of two passing lanes in Southern Arizona, however, they intend to continue their commitment to the Yuma area service highway. He noted the McGuireville TI in northern Arizona was pushed back and increased, as was the Cordes Junction TI. He said I-40, Blake Road at US 93, Round Valley at Rock Fort and Rio De Flag all needed to be increased. He stated the area from Cottonwood to Clarkdale, the US 60 and the Little Colorado River Bridge on Highway 87 were also short funded. He identified projects deferred completely out of the program as being Burnside Junction north of 191; I-40 Walnut Canyon; and Highway 260 Line Spring, Little Green Valley and Navajo Canyon sections.

Mr. Burnham stated the tentative program was taken to PPAC on March 28 and approved by the Transportation Board on the same day. He reported the final program will go to PPAC on June 6 and the State Transportation Board on June 21. He noted the program is available for review on the website.

John Pein explained the Pima Association of Governments (PAG) is comprised of the City of Tucson, Marana, Pima County, Oro Valley, Sahuarita, South Tucson and ADOT. He said they also partner with the Pascua Yaqui Tribe, SunTram, the University of Arizona, the Tohono O'odham Nation, Davis Monthan Air Force Base and the Tucson Airport Authority. He said the program he is presenting was endorsed and approved by the Regional Council in January of this year.

Mr. Pein reported the region was allocated \$57,275,000 for development in the region. He said I-10 between Congress and 29<sup>th</sup> and the Marsh Station TI, Phase 2 are their two highest priority projects. He explained PAG took \$7 million out of this year's allocation to help fund the Marsh Station TI. He identified other high priority projects as being I-19 Valencia to Ajo, Sunset to Ruthrauff and the Ina Road TI. He explained that, as a result of cooperative discussions between Chairman Dusenberry, the district engineers and PAG, the Marsh Station TI was brought into the program, noting it is one of the most environmentally sensitive areas in the southeast part of the state.

Mr. Eaton presented the state program, explaining ADOT, MAG and the local transit organization worked cooperatively to develop the program. He reported MAG's allocation for the fifth year of the program, 2007, is approximately \$229 million, of which, \$197 million is available for major projects. He said the I-10 project between Baseline and 16<sup>th</sup> Street, the continued HOV widening on US 60 beyond Val Vista, the continued widening on SR 85, and the widening of I-10 south of Loop 202 to Riggs Road were all included in the 2007 period. He explained they took \$50 million out of the state program to supplement the Life Cycle Program in an effort to address significant cost increases for the US 60/Loop 202 Interchange. He said money has also been set aside to protect right-of-way on Loop 303, to continue the freeway service patrol and to continue the regional freeway system acceleration. He identified projects whose costs have increased, including the I-10 widening between 83<sup>rd</sup> and 59<sup>th</sup> Avenues, I-17 from Peoria to Greenway and the SR 51 I-10 to Shea design build. He said they have deferred

the Veco Wash rest area, Loop 101 Scottsdale to 90<sup>th</sup> Street and the I-17 widening from Loop 101 to Highway 74 out of the program in an effort to address those cost increases.

### **2003-2007 Tentative Life Cycle Program.**

Mr. Eaton reviewed the FY 2003-2007 Regional Freeway System Life Cycle Program, noting 2007 is their completion year. He reported they opened 91 miles of freeway, including the last section of the Loop 101 Pima Freeway between Scottsdale and Princess. He stated eight miles are currently under construction, 33 miles are under design and over 7,000 acres of right-of-way have been acquired. He said the Red Mountain project between Gilbert and Higley will be completed later this year and two interchanges on Grand Avenue will be completed in early 2003. He stated the final section of the Squaw Peak freeway is expected to be completed in mid-2003.

Mr. Eaton explained they updated construction and right-of-way costs, both of which have increased. He said part of the funding for the \$102 million cost increase on the US 60/Loop 202 interchange came from the state program. He explained the funding for the South Mountain right-of-way is being used in an earlier year on the Santan freeway allowing it to be completed in 2006. He noted the South Mountain funds would be replaced in the later year from the Santan right-of-way funding. He said, while the program is on schedule, there is very little slack in the program and it will require very close monitoring.

### **2003-2007 Tentative Airport Development Program.**

Mr. Cline explained their program has 63 primary airports, 12 of which offer commercial service and at least 12 of which offer scheduled air carrier service. He said nine of the primary airports are regional airports and nine of them are reliever airports in the two metropolitan areas. He stated there are 20 airports within the secondary system, explaining those airports are not considered part of the federally eligible system, but do receive some state funding.

Mr. Cline explained the forecast for the program was done in January and looks at six different revenue sources, including property tax, aircraft licensing tax, aviation fuel tax, and the Grand Canyon revenue system. He said the September 11 terrorist attacks had a great impact on aviation, noting many carriers suspended flights resulting in a 20 percent reduction to revenue estimates. He said, however, passenger traffic is increasing and more flights are being restored. He said the Legislature has agreed to return 100 percent of the flight property tax to the Aviation fund beginning sometime in 2004. He said they try to maintain a \$5 million minimum balance to accommodate fluctuations in spending, pointing out business decisions made by the various commercial and commuter carriers have a big impact on the state.

Mr. Cline explained the state fund has three major programs: the State local match, which totals approximately \$13.7 million this year and is expected to increase to \$19.8 million; the pavement preservation subprogram, which will have \$3 million per year allocated to identified airports with pavement conditions that can benefit from major maintenance; and the federal match program which totals \$1.06 billion this year. He stressed the importance of maximizing their dollars

through federal grants and their relationship with the FAA Western Region. He stated the number of proposed projects has increased to 961 and proposed funding has increased to \$75 million. He noted, however, 236 projects with a total project value of over \$680 million were unfunded.

In response to Chairman Dusenberry's question, Mr. Cline explained that to reduce spending by \$1 million, they have to eliminate \$3 million in obligations.

### **Call to the Public**

Stanley Gibson, Mayor of Globe, thanked Mr. Radicke and the Board for the funds to rebuild parts of Highway 60 from Miami to the east side of Globe. He stated they need US 70 from Highway 60 to SR 77 widened, noting the city has committed to installing lighting. He said they need the railroad underpass widened and the Highway 188 project to be completed for safety reasons. He asked that the work on US 60 continue.

Les Thompson, Cochise County Supervisor, stated Cochise County strongly supports improving the Marsh Station/I-10 overpass, stating a lot of oversized traffic has to come onto county roads because of the overpass. He said they also support widening Highway 191 north from I-10 to four lanes to better accommodate recreational and vehicular traffic. He asked that the Board not divert funds from Pavement Preservation to new construction. He also asked that work on the 340 TI continue, stating traffic continues to increase on that roadway. He suggested the Board consider building a westbound off-ramp at the Loop 303 interchange.

Bob Davis, Director of Public Works for Pinal County, expressed his appreciation to the Board for their hard work. He asked the Board to look at Highway 170 between Superior and Kearny, stating it is a dangerous road with increasing traffic volumes. He urged the Board to protect Highway User Revenue Funds from being diverted for other non-road purposes. He asked the Board to remember rural roads, noting a majority of accidents occur on rural roads.

Paul Loomis, Mayor of Oro Valley, stated Oro Valley and Marana are the fastest growing towns in the state. He said there are three items in the budget for Oracle Road: 1) resurfacing from Miracle Mile to Pusch View Lane; 2) widening Oracle from Pusch View Lane to Ranch Del Soto Boulevard; and 3) multi-use lanes from River Road to Ina Road. He said they are working closely with ADOT and developers to make sure everyone is paying their fair share. He asked for the Board's continued support for the project on Tangerine Road. He thanked ADOT for their support and efforts on opening the Valencia interchange.

Tom Swanson, Director of Pima Association of Governments, thanked the Board for opening the northbound rest stop south of the metro Phoenix area. He stated RAAC was formed as a result of the Casa Grande Accords and is based on a cooperative effort between the two PAGs, the urban MPOs and ADOT. He stated the process is viewed nationally as an example of best practices. He expressed concern that the Board unilaterally decided to include the Hoover Dam project as part of the rural allocation, stating it undermines the cooperative nature of the RAAC.

Cruz Salas, Gila County Supervisor, thanked the Board for putting the rural route section of Highway 188 back into the Five Year Plan and for appropriating more funds to assist in its completion.

Mary Anne Moreno, Executive Director, Southern Gila County Economic Development Corporation, thanked the Board for restoring the funding for the rural route section of Highway 188, stating it is very important to them both in terms of safety and economic development. She also expressed appreciation for the improvements on US 60. She asked the Board to keep the segment from Superior to Miami in mind, stating the bottleneck in that area hinders their economic development. She suggested they build a passing lane on the downhill side as well, noting people often pass over the double yellow lines in that area.

Manoj Vyas, City Manager, City of Globe, shared Mayor Gibson, Ms. Moreno and Chairman Salas' concerns, stating safety is the key.

Jim Palmer, Graham County Supervisor, thanked the Board for ongoing projects in Graham County. He said they are looking forward to the completion of the Highway 70 project from Thatcher to Safford and from Thatcher to Pima. He thanked Mr. Casper and his staff for their hard work. He also expressed appreciation for the project east from Safford to the Greenlee County line, stating the overlay will greatly improve the roadway. He urged the Board to support the expansion of their airport runway and the Highway 191 link between Safford and I-10, noting both projects are very important to their future growth.

David Newlin, Duncan Town Manager, thanked the Board for all they have done on Highway 70, Highway 191 and on SR 75 in Clifton, Duncan and Greenlee County. He asked the Board to restore the \$525,000 to the State Aeronautics Program needed to complete their airport, stating the runway and turnarounds are very important in terms of economic development.

In response to Mr. Jeffer's question, Mr. Cline explained the project was initially shown for the last two fiscal years, but was removed from the Five Year program upon request by the Governor's office. He clarified it was a state funded program.

Mr. Radicke asked to revisit this issue in the future. Chairman Dusenberry stated it would be revisited at the May 2<sup>nd</sup> study session. Mr. Newlin offered to attend the meeting to discuss the project. Chairman Dusenberry asked Mr. Newlin to provide any information he can to the Board prior to the May 2<sup>nd</sup> meeting.

Héctor Ruedas, District 2 Supervisor from Greenlee County, congratulated Mr. Mendez on his appointment and welcomed Mr. Lane to the Board. He thanked the Board for their hard work and for continuing the District Force Accounting Funding. He stated those monies have increased safety on and the usage of US 191. He asked that the Morenci Mine Plant Entrance US 191 project be completed, stating it will provide a much needed safety enhancement. He thanked

staff, particularly Mr. Casper, for listening to their needs and producing solutions to their problems. He said people in Duncan are excited about the new bridge on SR 75 and look forward to the replacement of the Sands Wash Bridge. He said they support the I-10 Fort Grant Road TI and the US 191/I-10 to Cochise County projects.

Mr. Ruedas clarified for Ms. Dusenberry that he would like the Board to retain the Morenci Mine Road on US 191 in the Five Year Program.

Brent Billingsley, Deputy Director, Central Arizona Association of Governments, thanked the Board for their effort in putting together the program. He thanked Mr. Radicke and Chairman Dusenberry; in particular, for their efforts on behalf of PAG. He asked the Board to give special attention to the Highway 260 projects and the I-10 projects deleted from the program when it begins the process of programming for 2004-2008.

Jim DeGrood, Development and Services Administrator, Town of Marana, expressed Mayor Sutton's regret at not being able to attend. He thanked Mr. Alvarez and his staff, stating they have been wonderful to work with. He said the town is eagerly awaiting the mainline widening projects on I-10. He thanked ADOT for their support of the Twin Peaks Interchange project, noting they have collected over \$1 million from the first nine months of their impact fee. He stressed the importance of the 2007 Ina Road project, stating a grade separation is the only way to keep traffic from stopping on the railroad tracks.

The meeting recessed for a short break.

Mr. Dick Basye, Pima County citizen, said it appears to him that funds are being diverted from promised projects. He asked Chairman Dusenberry to obtain a ruling from the Attorney General's office as to whether it is legal for \$10 million in HURF funds to be used for the Fourth Avenue underpass, explaining it has been identified as at least 50 percent trolley tunnel. He also expressed concern about the I-19/I-10 interchange, stating the design does not appear to be in concurrence with what was presented to the public. He stated a significant change order needs to be implemented so as to provide for the extension of I-19 east to join Golf Links Road and the main entrance to Davis Monahan. He questioned if a secret east/west freeway plan exists since the current design precludes the only logical east/west freeway for Tucson. He said such a plan would be illegal under the Cities Neighborhood Protection Act.

Chairman Dusenberry asked Mr. Mendez to have a staff member contact Mr. Basye.

Joe Sanchez, PAG Chairman, thanked the Board for restoring the work on Highway 188.

Carol West, Vice Mayor, City of Tucson, acknowledged the Board and Mr. Alvarez for their hard work on Tucson's behalf and thanked them for expediting the construction of I-10. She acknowledged the difficulties the Board would face in providing additional funding to lower I-10, but asked for the board's endorsement of their efforts to secure congressional designation of

the concept. She urged the Board to recognize that future interchange work in the PAG region should include construction and, in some cases, reconstruction of grade separated crossings over and under the parallel railroad tracks. She assured the Board Tucson would make every effort to

work cooperatively with ADOT and the State Legislature to achieve a greater level of transportation investment.

Larry Nelson, Mayor, City of Yuma, thanked the Board for their continued support of the Yuma area service highway and for its efforts on behalf of the 3E interchange. He noted Yuma is the third fastest growing metropolis in the United States. He stated removal of the Highway 280 project from the Five Year Plan will create a bottleneck, pointing out Highway 280 is the main tie between 85, 95 and 80 as well as the main entrance into the Marine Corp Air Station and Yuma Army Proving Grounds. He asked the Board to reconsider SR 80.

Michael Ortega, Douglas City Manager, asked the Board to consider drainage improvements on Highway 191, particularly north of Alfredo. He thanked ADOT and Mr. Casper for their hard work.

Mr. Rich Gaar, Transportation Planner, SEAGO, expressed PAG's appreciation for and support of the cooperation exhibited under the state TI project.

Lionel Ruiz, Pinal County Supervisor, thanked the Board, Mr. Powers and Mr. Alvarez for the excellent job they have done dealing with the concerns of Pinal County. He thanked the Aeronautic Division for their assistance on the San Miguel Airport. He voiced his support for the improvements to Highway 88, stating it will make it a very nice east/west corridor.

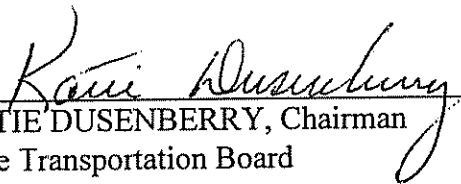
Cliff Potts, Northern Gila County Highway Committee, thanked the Board for restoring the Highway 188 project to the Five Year Program and for the improvements done to the Beeline Highway and Highway 260. He expressed concern about the Highway 260 projects that were deleted from the program, stating they were part of an orderly development of Highway 260. He stated roads in rural areas benefit the entire state, including urban populations.


Chairman Dusenberry discussed the Surface Transportation Act reauthorization, stressing the importance of clearly showing the needs of a fast-growing state. She stated all of the input obtained during the public hearings will be discussed at the Board's May 2<sup>nd</sup> study session with final action on the plan occurring at the June Board meeting. She suggested those wanting to submit additional comments do so in written form.

**Adjourn**

Chairman Dusenberry thanked everyone for their participation.

The meeting adjourned at 11:05 a.m.

  
KATIE DUSENBERRY, Chairman  
State Transportation Board

  
VICTOR MENDEZ, Director  
Arizona Department of Transportation

\*Denotes items approved in the consent agenda.



**MINUTES  
OF THE  
STATE TRANSPORTATION BOARD  
PUBLIC HEARING & BOARD MEETING  
9:00 a.m., Friday, April 19, 2002  
The City of Flagstaff  
Mayor & Council Chambers  
211 West Aspen  
Flagstaff, Arizona 86001**

The State Transportation Board met in official session for a Public Hearing at 9:00 a.m., Friday, April 19, 2002, with Chairman Katie Dusenberry presiding. Other members present included: Vice Chairman Ingo Radicke, Rusty Gant, Dick Hileman, Bill Jeffers, Joe Lane and Jim Martin. Also present were Director Victor Mendez; Debra Brisk, Deputy Director; Dick Wright, State Engineer; John McGee, Chief Financial Officer, Administrative Services Division; Mary Lynn Tischer, Assistant Director, Planning Division; Gary Adams, Assistant Director, Aeronautics Division; Kevin Biesty, Legislative Liaison. There were approximately 100 people in the audience.

**PLEDGE**

Chairman Katie Dusenberry welcomed those present and led the audience in the Pledge of Allegiance.

**OPENING REMARKS**

Karen Cooper, Vice Mayor, welcomed the Board to Flagstaff. She acknowledged the difficult job the Board faces and expressed the city's appreciation for the benefits ADOT has brought to their community.

Chairman Dusenberry introduced dignitaries in the audience.

**PRESENTATION OF TENTATIVE FIVE YEAR CONSTRUCTION PROGRAM**

**2003-2007 Tentative Five Year Construction Program of State Highways**

Mr. Arnold Burnham explained the Resource Allocation Advisory Committee (RAAC) recommends how money in the fifth year of the program will be distributed among MAG, PAG and the 13 other counties. He pointed out the \$5 million in funding for the Hoover Dam Bridge project, originally funded out of the rural section of the program, will now be funded as a statewide project. He stated the program is broken into three major categories, system preservation, system management and system improvements, and totals about \$2.8 billion. He reported HB 2588, passed by the legislature, increases the Board's bonding capacity, thereby,

allowing them to cover the \$300 million shortfall in revenue from the federal government. In an effort to direct additional monies to certain projects, other projects had to be delayed or eliminated completely out of the program. He explained they increased funding for the I-17, McGuireville and Cordes Junction TI projects and a series of climbing lanes on I-40, all of which were underfunded. He noted they also added money to the Rio de Flag bridge project and moved it further out in the program. He identified other projects in need of additional funding, including SR 93, Little Colorado River Bridge; Montosa Summit on 60; 89A, Cottonwood to Clarkdale; North Forest Boundary in Sedona; a project in Lake Havasu City and Highway 260 on Kohls Ranch Road. He stated projects deferred completely out of the program include Burnside Junction north; I-40 Walnut Canyon; Highway 260, Lion Springs, Little Green Valley and Doubtful Canyon.

Mr. Burnham stated the budgets for SR 188, Resort to Devore; Highway 95, Parker to Lakeside; a truck escape route on 60; Highway 191, Highway 151 to Threeway; Summerton to 32<sup>nd</sup> Street and US 191 between I-10 and Safford were increased. He said a project in Benson, a project on Highway 280 in Yuma; the I-10 Gila River Bridge and Melody Lane outside of Bisbee were deferred out of the program. He reported the Yuma Area Service Highway stayed in the program.

Mr. Burnham stated the program is available for review on their website and asked that written comments be submitted to Ms. Dusenberry.

#### PAG Program

Mr. John Pein reported the Pima Association of Governments (PAG) was allocated \$57,275,000 through the Resource Allocation Advisory Committee. He explained PAG is made up of the City of Tucson, the Town of Marana, Oro Valley, Pima County, Sahuarita, South Tucson and ADOT. He said they also work in partnership with the Pascua Yaqui Tribe, Sun Tran, the University of Arizona, the Tohono O'odham Nation, Davis Monthan Air Force Base and the Tucson Airport Authority. He stated, once the projects were agreed upon, they moved forward through the Transportation Improvement Program Subcommittee, the Transportation Planning Committee of PAG, and the MAG committee. He said the PAG Regional Council approved the recommended list of projects in January 2002 and sent it forward to the Board.

Mr. Pein reviewed the projects included in the \$57,275,000, including a \$40 million project for continued construction through the master planning of I-10 between Congress and 29<sup>th</sup> Street. He explained the second project, the Marsh Station TI, Phase II, is unique in that it rests within the Tucson construction district and the Safford maintenance district. He said it is the most environmentally sensitive area within the southeast portion of Pima County and the project is very complex. He stated PAG directed \$12 million towards the project two years ago, but the Federal Highway Administration has since asked that the project be expanded to bring it into line with interstate safety requirements. He said doing so requires another \$7 million. He pointed out that they are bringing the project forward to the Board even though it is located out of the urban area. The third project Mr. Pein identified was the widening of I-19 between Valencia and Ajo Way, stating the funds will be taken out of 2007. He stated the fourth project will complete

the landscaping on I-10 and will supplement previously approved monies in the amount of \$560,000. He identified the final project as a design project to reconstruct the TI at Ina Road on I-10.

### MAG Program

Mr. Chuck Eaton reported MAG was allocated \$229 million, of which \$197 million was available for new projects. He explained the selection of projects was a cooperative effort with ADOT, MAG and the Regional Transit Organization and the program was approved by the Transportation Board and MAG Regional Council for public comment. He said they are proposing the following projects for addition in 2007: I-10, 16<sup>th</sup> Street to 40<sup>th</sup> Street, Phase II; continued advancement of HOV lanes and general purpose lanes from Val Vista to Power; continued widening of SR 85; the widening of I-10 from 202 to Riggs Road; and completion of the interim bypass at Wickenburg. He said they also intend to set some money aside for the protection of right-of-way along Loop 303 and to continue funding the Freeway Service Patrol.

Mr. Eaton stated there were three primary cost increases: I-10, 83<sup>rd</sup> to 59<sup>th</sup> Avenue; I-17, Peoria to Greenway; and SR 51, I-10 to Shea. He said some projects were deferred to fund the increases, including the Vekol Wash rest area on I-8; I-17, Peoria to Greenway; and a freeway management system project between Scottsdale and Pima on Loop 101.

With regard to the regional freeway system, Mr. Eaton reported they have opened 91 miles to traffic to date, with eight miles currently under construction, 33 miles under design and over 7,000 acres of right-of-way acquired. He stated they are nearing completion on the Red Mountain Freeway between Gilbert and Higley and two intersection improvements on Grand Avenue will be completed in early 2003. He said the final section of SR 51 is well under way and is expected to be completed by mid-2003, with the final phase of the I-10 San Tan interchange completed in late-2003. He explained they switched priorities on the San Tan and Red Mountain freeways which are now expected to be completed in 2006 and 2007, respectively. He stated they also upgraded and improved the Red Mountain Loop 202 US 60 interchange.

### 2003-2007 Tentative Airport Development Program

Mr. Gary Adams explained the airport system is divided into two classes, primary airports which are eligible for federal assistance and secondary airports which are not. He said the Aviation Fund is supported solely by aviation taxes and the flight property tax is their primary source of revenue. He said airlines grounded a number of their planes after the September 11 terrorist attacks, however, they have since started returning them to service. He reported the State Legislature approved the return of the other 50 percent of the flight property tax that had been diverted to the General Fund. He said, therefore, they anticipate the revenue in the flight property tax to double starting in FY 2004. He stated the Board's first priority is to match any federal grants given by the FAA to local communities. He said, as a result of the September 11 attacks, they anticipated increased funding from Congress and have, therefore, increased the amount of set-aside for federal grants. He noted approximately \$15 million in pavement preservation project requests were submitted statewide.

## CALL TO AUDIENCE

Jim Sedillo, Arizona State Representative #2, read a letter he, Senator Verkam and Tom O'Halleran addressed to Chairman Dusenberry expressing their concern with the Board's recent decision concerning the east Flagstaff interchange. He asked that serious consideration be given to completing the project within the Five Year Plan. He stated he is also concerned about the safety of US 89.

Teri Grier, Government Affairs Manager of the Chamber of Commerce of Flagstaff, referred to a letter issued by the Chamber of Commerce in support of the east Flagstaff interchange and asked the Board to seriously consider the issue. A copy of the letter was submitted for the record.

Mitch Stallard, Vice President, Westcor, voiced their support of the city of Flagstaff and its interest in rearranging the design and construction schedules of the east Flagstaff interchange and related improvements to 89. He stated they are ready, willing and able to further cooperate with the city and ADOT to make additional investments for the benefit of the community and northern Arizona.

Liz Archuleta, Chairman, Board of Supervisors, said the county is concerned that funding for the east Flagstaff interchange is not in the FY 2003-2007 program. She explained the current facility is a source of much congestion and safety concerns for both motorists and pedestrians. She stated the county supports the inclusion of the US 160 widening project, the US 180 reconstruction project and the I-17 Flagstaff airport project in the tentative program. She urged the Board to continue allocating resources to rural areas of the state for improvements that maintain an integrated statewide transportation network. She said the county also supports the inclusion of the design for the Munds Park traffic interchange, noting the population of Munds Park continues to grow, placing a strain on the substandard structure. She asked the Board and ADOT to continue working with the Sedona community to improve the SR 179 corridor, preserving its unique natural features and improving it in terms of safety. She thanked ADOT for working with Coconino County to fund and develop the SR 64 Access Management Plan. She submitted letters from concerned citizens regarding SR 64.

Stephanie McKinney, President, Greater Flagstaff Economic Council, stated the improvements to the east Flagstaff overpass are critical from an economic development standpoint. Additionally, she said the I-17 improvements are very important because the area surrounding Pulliam Airport has been identified as one of the major employment centers for the city's 20-year growth plan.

Jim Creedon, Air Force General Retired, stated he also supports the comments made concerning the east TI. He complimented ADOT on the striping done in the district, as well as the pavement preservation done in the Prescott, Phoenix and Flagstaff districts.

Karen Cooper, Vice Mayor, Flagstaff, asked the Board to include the east Flagstaff TI in, at least, year 2007. She pointed out the east Flagstaff TI can leverage close to \$130 million in private

investment in and around the mall. She stressed the project's importance, stating they are eager to discuss possible means by which it could be included in the program.

Richard Jentzsch, Airport Director, City of Page, stated the Aeronautics Division's five year program is excellent, especially in terms of pavement preservation. He said they receive an entitlement program of approximately \$1 million per year from the federal government which is matched by the state, pointing out projects for the \$1 million in FY 2006 are missing.

Chairman Dusenberry asked Mr. Adams to review the 2006 program with Mr. Jentzsch.

Bill Kusner, President, Keep Sedona Beautiful, spoke about litter along the highways, specifically Highway 179. He asked the Board to restore the funds to mow weeds along the side of the highway, explaining the high brush makes the area unsafe for their litter lifters.

Wilford Lane, Council Delegate, Navajo Nation Council, discussed the poor conditions of Navajo Route 20. He said they have had several accidents, some fatal, where the freeway ends. He pointed out the road would be 10 miles shorter to Page and an easier through fare for trucks and recreational vehicles traveling to Lake Powell from the south. He asked the Board to work with the BIA and the Navajo Nation to make the project a reality.

Richard Palmer, Transportation Coordinator, White Mountain Apache Tribe, asked to have SR 73 from HonDah Junction to 260 added to the FY 2007 funding amounts.

Jim Boles, Mayor of the City of Winslow, expressed appreciation for the cooperation the City of Winslow is receiving from ADOT and the Board. He requested the Board move at least some of the money up on the 253 TI to allow them to replace the visitor center.

Barbara Brewer, Councilmember from Payson, asked to have the border ports of entry reopened after 9:00 p.m., stating large trucks park there overnight waiting to enter the state. She stated Highway 260 is in desperate need of completion and Highway 188 at Wheatfields is a very hazardous area.

Chuck Busby, Councilman, Town of Quartzsite, pointed out the B-10 construction still is not in the Five Year Plan, stating it is a key phase of their traffic system. He said they also still need passing lanes on Highway 95.

Jay Howe, La Paz County Supervisor, complimented the Board on its ability to balance rural transportation needs against those of Maricopa County. He thanked ADOT and the Board for all they have done in the Highway 95 corridor, pointing out traffic will increase significantly in that area in the future.

Jim Gibson, Big Park Council Member, stated he is speaking on behalf of their President and immediate-past President. He explained the Council is a quasi-governmental advisory organization that has been recently involved in updating their community plan. He asked that ADOT move ahead and give high priority to the Highway 179 improvements passing through the

Big Park Village of Oak Creek to the southern boundary of the national forest. He said that portion of 179 has a very compact business community and the accident rate in that area is double that for the rest of the corridor. He stated people also like to walk between the businesses and the road's shoulders are inadequate or nonexistent. A copy of his comments were submitted to the Board.

Ron Volkman, Sedona resident, addressed the Board concerning 89A between Cottonwood and Sedona. He commended ADOT on the construction project, stating the interruptions and incidents have been minimal. He said he is also speaking on behalf of the Positive Voice Group, a coalition of citizens and organizations that strongly supports Alternative C for SR 179 coming into Sedona. He thanked Mr. Wright for his timely and comprehensive response to an alternative engineering design submitted by another group, stating the evaluation was unemotional and factual. He urged the Board to keep the project on track.

John Hudson, Chairman, Greater Yuma Port Authority, thanked the Board for their strong support of the development of a new commercial port of entry at San Luis and urged their continued support. He reported that Secretary of State Colin Powell and his Mexican counterpart exchanged diplomatic notes on September 4, 2002, approving the application. He emphasized the importance of the road, stating the port's realization depends on it.

Casey Procháska thanked the Board for their continued support of and commitment to the Air Service Highway, stating it is extremely important to Yuma's growth and the development of their port. He also thanked the Board for the enhancement funds they were given.

Dick Ellis, Sedona City Council Elect and President of Voice of Choice, stated safety should be the department's first concern with regard to SR 179. He expressed concern that the time table on SR 179 continues to get extended while other projects are given attention. On behalf of Voice of Choice, he offered their total cooperation and willingness to engage in meaningful concept and design dialogue. He said if Sedona City Council ultimately agrees with Voice of Choice on this matter, ADOT's Plan C would not be supported by any of the government entities involved.

Susan Solomon, Sedona City Council Member Elect, voiced her support of Voice of Choice's efforts on Highway 179. She pointed out ADOT has, itself, admitted Highway 179 needs maintenance and repair, stating the road's condition raises great safety concerns. She suggested ADOT has delayed moving ahead with the project in favor of other projects where it faces little or no opposition. She expressed concern about the project's deferment to 2006-2007. She said the people of Sedona want an improved two-lane Highway 179 and want their City Council to work with ADOT in a design dialogue process. She stated they have a tremendous opportunity to create a road that will serve as a model for how people and government can work together and will set the standard for all roads in places of beauty. She asked that they move ahead together, without delay.

Ernie Strauch, Sedona City Council Member Elect, congratulated the Board on publishing the draft Transportation Board policies for 2002, stating it includes many insightful and proactive policies. He stated a true concept in design dialogue is needed today, not in the future, and the

Board's commitment to encouraging public and stakeholder participation will ensure that another's values are not imposed on them.

Steve Nahmanson, City Council Member, stated it is evident that the main traffic tie-up on SR 179 is at its intersection with SR 89A. He said he is optimistic ADOT's restriping of SR 179 providing three northbound lanes and one southbound lane will be an economical solution that brings relief to the problem. He suggested the Board consider a roundabout at the intersection, however, if the restriping does not work. He stated Sedona residents want a transportation system that is designed and constructed with concern for impacts to the environment.

Mike Schroeder read a letter on behalf of Paul Tutnick, a Sedona City Council Member, voicing his support of improvements to Highway 179 and his objection to a four or five lane highway.

Robin Staadecker, Voice of Choice, discussed the results of the 2002 Sedona City Council election. She pointed out that three of the Council Members Elect explicitly endorsed the Voice of Choice position with respect to improving and maintaining SR 179 as a two-lane highway. She said Voice of Choice truly represents the majority of Sedona citizens. She stated their concerns and previous attempts to advocate for moderate improvements to SR 179 were ignored by ADOT. She noted Voice of Choice raised money to hire a national engineering expert on scenic two-lane roads when ADOT ignored the recommendations of the engineering firm it hired. She said numerous information meetings were held to present the results of the Gladden Jackson Engineering report, however, ADOT did not listen. She stated the citizens of Sedona expressed their views by electing a City Council that will respond to the facts and will be responsive to their concerns.

Karen Reynolds-Diks, General Manager, Hillside Sedona, expressed concern about the impacts three years of construction would have on small businesses in the area and the devastating impacts it would have on the environment. She said the election results clearly show the citizens of Sedona's desire to protect the community. She stated the plan for four lanes on Highway 179 is in severe conflict with several important principles that underlie plans for Sedona. She said the town's tourism environment and historic, arts and cultural elements are in direct opposition to ADOT's plan to move more traffic at higher speeds. She said ADOT's plan also undermines Sedona's efforts to create a multi-modal transportation system because of the lack of bicycle and pedestrian amenities afforded in a four-lane design.

Herb Smith, Sedona resident, stated traffic speed on a two-lane road is determined by the slowest car, resulting in driver frustration. He said there is considerable information that supports ADOT's four lane plan.

Chip Davis, Yavapai County Board of Supervisors, stated Yavapai County obtained 26.5 acres in Prescott for ADOT's licensing, engineering, field offices and construction yard. He said they have also put \$12 million into SR 89A and have done coops with planning and turning lanes on state routes. He noted they also created a half-cent sales tax to provide transportation solutions within Yavapai County's infrastructure. He stated they have worked on rural representation to support a lot of the Board's views on Vision 21 testimony hearings and have created and funded

a rural transportation liaison to work with the Arizona State Legislature and ADOT. He expressed concern about the number of rural projects taken out of the Five Year Plan or deferred to later years. He urged the Board to improve Highway 260, stating the \$150,000 in 2007 for passing lanes in no way addresses their safety concerns.

Lee Bigwater, Director of the Navajo Department of Transportation, asked the Board to continue the four-lane road project between Burnside and Window Rock on 264. He also asked ADOT to continue their studies and widening of Highway 89 and to widen Highway 160 in Tuba City. He said the Navajo Nation's Transportation Committee recommended a study be done to determine if a rest area is needed on Highway 191 north of Burnside. He also suggested a study be done on Many Farms, noting an elementary school is located adjacent to the road. With regard to aviation, Mr. Bigwater suggested ADOT consider cost sharing, pointing out New Mexico and Utah both cost share.

Cherelynn Manson, on behalf of the Navajo Nation and the Department of Highway Safety, requested additional consideration for widening US 160, stating they believe it would result in a reduction in motor vehicle crashes.

Sid Whitehair, Coppermine Chapter President, stated it is difficult to maintain Navajo Route 20, pointing out residents of Coppermine and Page both use the road on a regular basis.

Bob Hoffa, Program Associate, Grand Canyon Trust, voiced his concern about ADOT's proposal to widen Highway 64 between Williams and Tusayan to a four-lane divided highway. He said doing so would have a profoundly negative effect on the Grand Canyon National Park visitors' experience, significantly increase the environmental impacts of the roadway, and promote sprawl along the corridor. He stated ADOT has not considered options that would address safety and capacity concerns with much less impact on the environment and less cost to state taxpayers. He expressed his opinion a four lane divided highway would be out of context with the national park and a designation of SR 64 as a state scenic roadway. He stressed the need to obtain input from local, regional and national interests before a range of alternatives are produced.. He said widening the road to four lanes would result in significant loss of wildlife, increased habitat fragmentation and isolated populations as well as create a nonnegotiable barrier for the pronghorn antelope. He suggested passing lanes and turnouts for disabled vehicles could be added to the current roadway to increase its safety and capacity. He urged the Board to insist that ADOT analyze the full range of alternatives.

Bob LaCivita, Executive President, Grand Canyon Railway, recommended that ADOT's plans for SR 64 closely coordinate with the National Park Service's efforts to formulate a plan to handle transportation within the park. He said they have offered an express rail proposal to both the park service and ADOT that could potentially reduce traffic on SR 64 and vehicular congestion at the park.

Mr. John Trujillo, Gila County Public Works Director, asked for the Board's continued support of the Highway 188 project, stating it is a very important link between the county's copper and timber regions. He stated Highway 188 is also an important link between the northern and



southern parts of the state, with a number of people using it to travel between Tucson and Flagstaff, Payson, Winslow and Holbrook. He also asked the Board to support the Highway 260 projects in 2007.

Ray Schum, Mayor of Payson, thanked the Board for Highway 87. He stated the patchwork design of Highway 60 creates traffic hazards and its construction must be completed. He also suggested they build a toll road bypass around Payson.

Dave Barber, Deputy Director, Western Arizona Council of Governments, stated the tentative plan calls for \$21 million in improvements in La Paz County over the five year period. He explained the improvements are spread out over several different funding categories, including pavement preservation and new facility construction. He said improvements completed last year have already improved traffic flows and safety in and around Quartzsite between Parker and Yuma. He stated the B-10 frontage road and the increased passing lanes along Highway 95 are of great importance. He thanked the Board for the proposed improvements and funding for the Hoover Dam bypass, stating it is of national, state and local importance. He said recent improvements on Highway 93 have reduced the number of accidents and highway fatalities between Kingman and Phoenix. He also expressed appreciation for the flex funding added to the transit program across the state, pointing out it has allowed for the expansion of public transit into Bullhead City and Kingman.

Harry Roy Begay, Coppermine Chapter Vice President, through Ferrin Morgan, stated they would like to give the Navajo Route 20 right-of-way to ADOT so it can begin building the road. He stated the road would alleviate summer traffic through the cut between Bitter Springs and Page. He said the Navajo Nation's Coppermine Chapters, the City of Page, large business entities within and around the city of Page and the Navajo Generating Station have all voiced their support of giving the right-of-way to ADOT. He stated the Navajo Nation Transportation Committee and the Bureau of Indian Affairs Agency Council have also given their support.

Mr. Jeffers asked Mr. Morgan if archeological and environmental assessments have already been done for the project. Mr. Morgan responded yes, stating they were done by the Navajo Department of Transportation and ADOT.

Donna Gilbert, Environmental Health Officer, Injury Prevention Team, stated the improved sections of Highway 89 between Flagstaff and Page have made a significant decrease in motor vehicle crash related injuries. She said, however, they would like to see additional improvements throughout the Navajo Nation. She asked ADOT to seriously consider widening Cameron Little Colorado River Bridge within the next five years. She also spoke about the increase of severe injuries and fatalities from the junction of Highway 89 and 160 towards Kayenta, stating a four lane highway from the junction to Tuba City would reduce the number of motor vehicle crashes. She also asked that the crash cluster sites in the Tonalea area be evaluated for future road improvements.

Diane Prescott, candidate for District One Congress, explained District One includes Yavapai, Coconino, Navajo, Apache, Graham, Greenlee and Gila Counties. She said rural Arizona is a

great resource for the state, but it does not have the infrastructure necessary to draw businesses, to transport children to schools and people to hospitals or to help the Navajo Nation develop and become prosperous. She noted her eight counties represent 58 percent of the state, however, receive only 14 percent of the allocated funds in the budget. She asked the Board to listen to the proposals by the Voice of Choice engineers to preserve the beauty and economic viability of Highway 179 and that ADOT consider the same kind of engineering for the proposed improvements to Highway 64 to Williams and the Grand Canyon.

Louise Nockideneh, Bodaway Gap Chapter of the Navajo Nation, thanked ADOT for the recent construction north of Junction 160 and 89. She said the Bodaway Gap Chapter supports the Navajo Route 20 construction from The Gap to Coppermine and on to LeChee and Page. She said they have also requested pedestrian flashing lights in the Gap community area and bus pullouts along Highway 89.

Charlene Dash, Secretary/Treasurer, Coppermine Chapter, voiced her support of the Navajo Route 20 construction, noting their chapter community members passed a resolution to have ADOT pave the road. She invited the Board to attend a dinner on May 6 at 10:00 a.m.

The meeting recessed for a short break.

The meeting reconvened and Chairman Dusenberry continued with the Board's agenda.

#### **ROLL CALL BY COUNTY**

**Apache  
Cochise  
Coconino  
Gila  
Graham**

**Greenlee  
La Paz  
Maricopa  
Mohave  
Navajo**

**Pima  
Pinal  
Santa Cruz  
Yavapai  
Yuma**

#### **DISTRICT ENGINEER REPORT**

Don Dorman, District Engineer, reported the City of Flagstaff came forward with an offer to pay for and maintain landscaping to enhance the I-17 I-40 traffic interchange project. He stated the corridor from Cottonwood to Sedona is progressing extremely well, noting two segments are open to traffic. He commended Vasco Construction on the superior job they have done on I-17/I-40 and F&F for their work on 89A. He said the work on the last segment of 89 north of Flagstaff has been completed. He stated roadway safety has improved in the district, explaining trees along the 180 corridor were removed and center line and shoulder rumble strips were implemented in several areas. He reported a reduction in the frequency and severity of accidents in the area.

#### **CONSENT AGENDA**

Mr. Jeffers asked that Item 42 be removed from the consent agenda.

## **DIRECTOR'S REPORT**

### **Legislative Report**

Mr. Kevin Biesty reported SB 1337 is being discussed in the house. He noted there was some discussion to amend the bill to put light rail safety oversight with the Corporation Commission, however it was ultimately decided ADOT would be the appropriate place. He stated ADOT has agreed to assume the responsibility on the condition that its expenses are covered and that it is legally covered as well. He stated SB 1372 was signed by the Governor earlier this week. He said SCR 1019 will be placed on the ballot, pointing out they have had discussions with legislators explaining the ramifications of the bill. He stated they are continuing to analyze the bill to determine what effect it would have on the department. Mr. Biesty reported HB 2151 is awaiting Senate appropriations and they are closely watching HB 2447 and 2487. He expressed his opinion HB 2496 is finished for the season, stating it needs to have additional committee hearings that the schedule will not allow. He noted HB 2660 is awaiting Senate rules, stating they do not see any problems with it.

With regard to RABA funding, Mr. Biesty stated the House has agreements with the appropriators and budget people, specifically Chairman Don Young, that he will not push for increased funding if they negate the RABA cut. He said, however, the Senate Environment and Public Works committee canceled their review of the bill due to disagreements on funding levels. He stated most Republicans want to limit it to negating the RABA cut, whereas most democrats would rather boost the funding.

### **Financial Report**

Mr. John McGee reviewed the HURF collections for the month of March, noting collections totaled approximately \$86.9 million verses \$88.3 million last year and the \$94.5 million estimate. He attributed the reduction to the timing of revenue flows, noting February's collections were about \$6 million over forecast. He stated they do not see anything now that indicates HURF revenue growth will go down significantly, however, rising fuel prices could result in some moderation. He reported all categories, except motor carrier, show positive growth over last year and, except for motor carrier and use fuel, all categories show positive growth compared to the estimate. He said HURF will need to grow about 2.6 percent over the last three months of the year to reach their forecast, pointing out year-to-date growth has been 3.6 percent.

Chairman Dusenberry asked Mr. McGee to check with Karen Rasmussen of the Arizona Motor Transport Association regarding Oklahoma not being qualified to do the IRT.

Mr. McGee reviewed the RARF results for February and March. He stated February's results showed a second month in a row of relatively modest negative growth compared to the prior year, however, March RARF revenues increased 3.3 percent over the same month in 2001. He stated March was the best month for retail sales growth so far this year, however, contracting

showed its slowest growth of any month this year with only a three percent growth rate. He reported year-to-date RARF revenue is up 1.4 percent over last year, but is still 3.5 percent below the forecast. He said, even with a continued three percent growth rate, they would likely end the year about \$10 million under forecast.

Mr. McGee reviewed the investment report, noting total investment earnings for the month of February were \$2.4 million. He stated year-to-date earnings equal \$23.9 million with an average investment rate of 4.68 percent. He pointed out that interest rates on pools three and eight have begun to stabilize at low levels, however, pool two dropped about 67 basis points as expected.

With regard to the HELP reports, Mr. McGee stated the cash balance as of March 31 totaled \$119.3 million, which is \$4 million down from last month. He stated the Board has now approved 33 loans totaling \$417 million, \$126 million of which has already been loaned and repaid.

### **Financing Program**

Mr. McGee referred to an updated chart depicting the total number and dollar amount of HELP loans, broken down by region, pointing out they are fairly close to the 50/25/25 ratio needed by the end of 2004.

Mr. McGee reviewed the final official statement for the HURF refunding issue that closed May 27. He said the \$74,250,000 issue will save the department \$2.8 million in present value savings over the remaining life of the issue.

With regard to the next Regional Area Road Assistance issuance, Mr. McGee explained they would like to hold off on the issuance until mid-summer while they continue to monitor the revenue results. He noted they have approximately \$1 million in proceeds left from the HURF issue done last spring; \$30 million of GAN proceeds from the GAN issue done last summer (all of which has been earmarked for next summer's Red Mountain project); \$24 million in proceeds from last fall's RARF issue and \$75 million in HURF proceeds from the issuance that closed in February.

### **Resolution Authorizing Issuance of Board Funding Obligations, Series 2002**

Mr. McGee presented a resolution authorizing the Board to issue Board Funding Obligations, not to exceed \$100 million, under Series 2002. He reminded the Board that, last year, the Legislature gave the Board \$100 million in additional Board Funding Obligation authority that had to be borrowed by the end of June 2002 and repaid by the end of FY 2004. He explained the additional BFO authority was given to offset certain appropriations of General Funds the Legislature withdrew. He said, due to a change to the BFO statutes that could make the Board's BFO's callable, they decided to hold off bringing a resolution to borrow the funds to the Board until they saw what the Legislature did with respect to the \$300 million HURF cap increase. He said, as a result of that bill's passage, they have programmed out when the \$300 million would have to be borrowed over the five year program and feel confident recommending the Board

exercise its authority to borrow the additional \$100 million. He expressed his belief that the Board would have sufficient unissued HURF bonding capacity that could go to the capital market to raise money to allow the Board to repay the BFO's should they be called. He recommended the Board approve the resolution.

**Board Action:** A motion to approve the above recommendation was made by Mr. Radicke, seconded by Mr. Gant and passed unanimously.

#### **HELP Loan**

Mr. John Fink presented and recommended approval of a Resolution recommending approval of an application for Financial Assistance from, and Loan Repayment Agreement with, Gila County for the Fossil Creek Road construction project.

**Board Action:** A motion to approve the above recommendation was made by Mr. Hileman, seconded by Mr. Lane and passed unanimously.

#### **HELP Loan**

Mr. Fink presented and recommended approval of a Resolution recommending approval of an application for Financial Assistance from, and Loan Repayment Agreement with, Gila County for the Six Shooter Canyon Road Reconstruction project.

**Board Action:** A motion to approve the above recommendation was made by Mr. Radicke, seconded by Mr. Jeffers and passed unanimously.

#### **HELP Loan**

Mr. Fink presented and recommended approval of a Resolution recommending approval of an application for Financial Assistance from, and Loan Repayment Agreement with, Gila County for the Six Shooter Road and Bridge construction project.

**Board Action:** A motion to approve the above recommendation was made by Mr. Jeffers, seconded by Mr. Radicke and passed unanimously.

#### **\*BOARD MINUTES**

Study Session Minutes – February 1, 2002  
Board Meeting Minutes – February 15, 2002  
Board Meeting Minutes – March 15, 2002

**\*2001 REMAINING BOARD MEETING & STUDY SESSION DATES:**

|                    |                              |           |
|--------------------|------------------------------|-----------|
| May 17, 2002       | Board Meeting – Winslow      | 9:00 a.m. |
| June 21, 2002      | Board Meeting – Sierra Vista | 9:00 a.m. |
| July 19, 2002      | Board Meeting – Eagar        | 9:00 a.m. |
| August 16, 2002    | Board Meeting – Safford      | 9:00 a.m. |
| September 20, 2002 | Board Meeting – Nogales      | 9:00 a.m. |
| October 18, 2002   | Board Meeting – Apache Jct.  | 9:00 a.m. |
| November 15, 2002  | Board Meeting – Yuma         | 9:00 a.m. |
| December 20, 2002  | Board Meeting – Tucson       | 9:00 a.m. |

**PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)**

|                     |   |
|---------------------|---|
| COUNTY:             | Maricopa  |
| SCHEDULE:           | FY 2002   |
| SECTION:            | Traveler Information Integration  |
| TYPE OF WORK:       | 511 Roadway information   |
| PROGRAM AMOUNT:     | New Project   |
| PROJECT MANAGER:    | Tim Wolfe   |
| PROJECT:            | H6124X  |
| REQUESTED ACTION:   | Add new project to the FY 2002 Highway Construction Program in the amount of \$100,000 to implement 511 Traveler Information Integration.<br><b>Funds available from Federal Grant.</b> |
| NEW PROGRAM AMOUNT: | \$100,000   |

**Board Action:** A motion to approve the above recommendation was made by Mr. Jeffers, seconded by Mr. Lane and passed unanimously.

|                   |  |
|-------------------|--|
| ROUTE NO:         | SR 89 @ MP 278.82  |
| COUNTY:           | Yavapai  |
| SCHEDULE:         | FY 2003  |
| SECTION:          | Peoples Valley - Kirkland Jct., Ph B   |
| TYPE OF WORK:     | Extend box culverts, widen bridge  |
| PROGRAM AMOUNT:   | \$460,000 Funding Source: State / BR   |
| PROJECT MANAGER:  | John Melanson  |
| PROJECT:          | H549902C Item Number; 18503  |
| REQUESTED ACTION: | Increase project amount by \$35,000 to \$495,000 and transfer Model Creek scope and funding in amount of \$85,000 to SR 89 Peoples Valley project H550001C. Total new funds in amount of \$120,000 are required to increase project to \$495,000.<br><b>See new funding sources below.</b> |

|                                  |            |
|----------------------------------|------------|
| PROGRAM AMOUNT:                  | \$460,000  |
| Model Creek Bridge Reduction     | (\$85,000) |
| FY 03 District Minor Fund #73303 | \$60,000   |
| FY 03 Contingency #72303         | \$60,000   |
| NEW PROGRAM AMOUNT:              | \$495,000  |

|                   |  |
|-------------------|--|
| ROUTE NO:         | SR 89 @ MP 280.40  |
| COUNTY:           | Yavapai  |
| SCHEDULE:         | FY 2003  |
| SECTION:          | Peeples Valley   |
| TYPE OF WORK:     | Add center left turn   |
| PROGRAM AMOUNT:   | \$417,000      Funding Source: State / Local   |
| PROJECT MANAGER:  | John Melanson  |
| PROJECT:          | H550001C      Item Number; 22303   |
| REQUESTED ACTION: | Increase program amount by \$767,000 to \$1,184,000 due to extension of project limits and addition of Model Creek Bridge widening from H549902C. See funding sources below. |

|                                       |             |
|---------------------------------------|-------------|
| PROGRAM AMOUNT:                       | \$417,000   |
| INCREASE AMOUNT:                      | \$767,000   |
| FY 03 District Minor Fund #73303      | \$597,000   |
| FY 03 Highway Contingency Fund #72303 | \$85,000    |
| FY 03 Bridge Fund #71403              | \$85,000    |
| NEW PROGRAM AMOUNT:                   | \$1,184,000 |

**Board Action:** A motion to approve Items 15 and 16 was made by Mr. Gant, seconded by Mr. Hileman and passed unanimously.

|                   |   |
|-------------------|---|
| ROUTE NO:         | SR 179 @ MP 304.50  |
| COUNTY:           | Yavapai   |
| SCHEDULE:         | FY 2002   |
| SECTION:          | Village of Oak Creek - N. Forest Boundry  |
| TYPE OF WORK:     | Utility relocation  |
| PROGRAM AMOUNT:   | \$1,500,000      Funding Source: State  |
| PROJECT MANAGER:  | Dave Mellgren   |
| PROJECT:          | Item Number; 25501  |
| REQUESTED ACTION: | Defer project to FY 2003 to allow for completion of environmental requirements. |

|                 |  |
|-----------------|--|
| ROUTE NO:       | SR 179 @ MP 310.00                     |
| COUNTY:         | Coconino                               |
| SCHEDULE:       | FY 2002                                |
| SECTION:        | North Forest Boundry – Sedona          |
| TYPE OF WORK:   | Design roadway                         |
| PROGRAM AMOUNT: | \$1,480,000      Funding Source: State |

PROJECT MANAGER: Dave Mellgren  
PROJECT: H341403D Item Number; 38200  
REQUESTED ACTION: Defer project to FY 2003 to allow for completion of environmental requirements.

ROUTE NO: SR 179 @ MP 304.50  
COUNTY: Yavapai  
SCHEDULE: FY 2002  
SECTION: Village of Oak Creek – N. Forest Boundry  
TYPE OF WORK: Acquire right of way  
PROGRAM AMOUNT: \$5,922,000 Funding Source: State  
PROJECT MANAGER: Dave Mellgren  
PROJECT: H341401R Item Number; 18799  
REQUESTED ACTION: Defer project to FY 2004 to allow for completion of environmental requirements and start of roadway design.

ROUTE NO: SR 179 @ MP 304.50  
COUNTY: Yavapai  
SCHEDULE: FY 2002  
SECTION: Village of Oak Creek – N. Forest Boundry  
TYPE OF WORK: Design restroom building (IGA)  
PROGRAM AMOUNT: \$40,000 Funding Source: State  
PROJECT MANAGER: Dave Mellgren  
PROJECT: H341401R Item Number; 18402  
REQUESTED ACTION: Defer project to FY 2004 to allow for completion of environmental requirements.

**Board Action:** A motion to approve Items 17, 18, 19 and 20 was made by Mr. Hileman, seconded by Mr. Radicke and passed unanimously.

ROUTE NO: I-40 @ MP 286.00  
COUNTY: Navajo  
SCHEDULE: New Project  
SECTION: Sun Valley – New Mexico State Line  
TYPE OF WORK: Construct sign rehabilitation  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Richard Moeur  
PROJECT: H543701C  
REQUESTED ACTION: Add new project to the FY 2002 Highway Construction Program in amount of \$1,800,000 for sign rehabilitation. **Funds available from FY 2002 Sign Rahabilitaion Fund #78302.**

NEW PROGRAM AMOUNT: \$1,800,000



**Board Action:** A motion to approve the above recommendation was made by Mr. Jeffers, seconded by Mr. Radicke and passed unanimously.

ROUTE NO: I-40 @ MP 311.00  
COUNTY: Apache  
SCHEDULE: FY 2002  
SECTION: Painted Desert TI  
TYPE OF WORK: Improve TI  
PROGRAM AMOUNT: \$533,000  
PROJECT MANAGER: Chris Dimitroplos  
PROJECT: H586401C Item Number; 33602  
REQUESTED ACTION: Increase program amount by \$144,000 to \$677,000 due to increased unit cost of concrete barrier. **See funding sources below:**

|                                       |           |
|---------------------------------------|-----------|
| PROGRAM AMOUNT:                       | \$533,000 |
| INCREASE AMOUNT:                      | \$144,000 |
| FY 02 Enhancement Fund #75502         | \$102,000 |
| FY 02 Highway Contingency Fund #72302 | \$42,000  |
| NEW PROGRAM AMOUNT:                   | \$677,000 |

**Board Action:** A motion to approve the above recommendation was made by Mr. Jeffers, seconded by Mr. Radicke and passed unanimously.

ROUTE NO: SR 260 @ MP 218.10  
COUNTY: Yavapai  
SCHEDULE: FY 2002  
SECTION: Cottonwood – Camp Verde, Seg. 2  
TYPE OF WORK: Construct roadway  
PROGRAM AMOUNT: \$25,900,000 Funding Source: STP  
PROJECT MANAGER: John Sterner  
PROJECT: H386801C Item Number; 14202  
REQUESTED ACTION: Reduce program amount by \$570,000 to \$25,330,000. Funds to be used for utility relocation along project. **Fund go to FY 2002 Highway Contingency Fund #72302.**

|                     |              |
|---------------------|--------------|
| PROGRAM AMOUNT:     | \$25,900,000 |
| DECREASE AMOUNT:    | \$570,000    |
| NEW PROGRAM AMOUNT: | \$25,330,000 |

ROUTE NO: SR 260 @ MP 218.10  
COUNTY: Yavapai  
SCHEDULE: New Project  
SECTION: Cottonwood – Camp Verde, Seg. 2  
TYPE OF WORK: Utility relocation (water line)  
PROGRAM AMOUNT: New Project

PROJECT MANAGER: John Sterner  
PROJECT: New Project  
REQUESTED ACTION: Add a new project to the FY 2002 Highway Construction Program in amount of \$570,000, for relocation of utilities along project. **Funds available from FY 2002 Highway Contingency Fund #72302.**

NEW PROGRAM AMOUNT: \$570,000

**Board Action:** A motion to approve Items 23 and 24 was made by Mr. Hileman, seconded by Mr. Radicke and passed unanimously.

ROUTE NO: I-17 @ MP 209.00  
COUNTY: Maricopa  
SCHEDULE: FY 2002  
SECTION: Peoria – Greenway  
TYPE OF WORK: Construct auxillary lane and noise walls  
PROGRAM AMOUNT: \$8,500,000  
PROJECT MANAGER: Vince Li  
PROJECT: H521001C Item Number; 27502  
REQUESTED ACTION: Defer project to FY 2005 due to funding issues. Project cost increase will be included as part of the FY 03 – 07 program development cycle.

ROUTE NO: I-17 @ MP 208  
COUNTY: Maricopa  
SCHEDULE: New Project  
SECTION: Peoria Ave. – Bell road  
TYPE OF WORK: Construct lighting  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Vince Li  
PROJECT:  
REQUESTED ACTION: Add new project to the FY 2002 Highway Construction Program in amount of \$2,000,000 to construct lighting. **Funds available from Title II Safety Fund #72802.**

NEW PROGRAM AMOUNT: \$2,000,000

ROUTE NO: I-17 @ MP 208  
COUNTY: Maricopa  
SCHEDULE: New Project  
SECTION: Greenway road TI  
TYPE OF WORK: Construct TI improvements  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Vince Li

PROJECT: New Project  
REQUESTED ACTION: Add new project to the FY 2002 Highway Construction Program in amount of \$3,116,000 to construct traffic interchange improvements.  
See funding sources below:

|                     |             |
|---------------------|-------------|
| ADOT CMAQ           | \$1,886,000 |
| City of Phoenix     | \$1,230,000 |
| NEW PROGRAM AMOUNT: | \$3,116,000 |

**Board Action:** A motion to approve Items 25, 26 and 27 was made by Mr. Lane, seconded by Mr. Gant and passed unanimously.

ROUTE NO: SR 66 @ MP 52.86  
COUNTY: Mohave  
SCHEDULE: New Project  
SECTION: Andy Devine (Business Route)  
TYPE OF WORK: Turnback  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Debra Brisk  
PROJECT: H617901C  
REQUESTED ACTION: Add a new district Minor project to the FY 2002 Highway Construction Program in amount of \$240,000. **Funds available from FY 2002 District Minor Fund #73302.**

**Board Action:** A motion to approve the above recommendation was made by Mr. Hileman, seconded by Mr. Radicke and passed unanimously.

ROUTE NO: I-17 @ MP227.1  
COUNTY: Maricopa  
SCHEDULE: FY 2003  
SECTION: Daisey Mountain TI  
TYPE OF WORK: Construct new TI  
PROGRAM AMOUNT: \$18,000,000 Funding Source: Del Webb  
PROJECT MANAGER: Mary Viparina  
PROJECT: H532601C Item Number; 13503  
REQUESTED ACTION: Advance project from FY 2003 to FY 2002. Project developer wishes to advertise new TI construction in April 2002. **Project is fully funded by Del Webb.**

**Board Action:** A motion to approve the above recommendation was made by Mr. Gant, seconded by Mr. Radicke and passed unanimously.

ROUTE NO: SR 260 @ MP 209

COUNTY: Yavapai  
SCHEDULE: FY 2002  
SECTION: Cottonwood – Camp Verde  
TYPE OF WORK: Archaeological Investigations  
PROGRAM AMOUNT: \$566,000  
PROJECT MANAGER: Bettina Rosenberg  
PROJECT: H386806D Item Number; 29701  
REQUESTED ACTION: Reduce program amount by \$240,000 to \$326,000.  
**Funds to be transferred to new Historical Preservation Fund. Funds to FY 2002 Highway Contingency Fund #72302.**

PROGRAM AMOUNT: \$566,000  
DECREASE AMOUNT: \$240,000  
NEW PROGRAM AMOUNT: \$326,000

ROUTE NO: Statewide  
SCHEDULE: New Project  
SECTION: Statewide - Historical Preservation  
TYPE OF WORK: Historical Preservation  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Bettina Rosenberg  
PROJECT:  
REQUESTED ACTION: Add new program item to the FY 2002 Highway Construction Program in amount of \$240,000 for historical preservation. **Funds available from the FY 2002 Highway Contingency Fund #72302.**  
NEW PROGRAM AMOUNT: \$240,000

**Board Action:** A motion to approve Items 30 and 31 was made by Mr. Hileman, seconded by Mr. Radicke and passed unanimously.

\* Priority Planning Advisory Committee (PPAC)

- Minutes – February 27, 2002
- Highway Program Monitoring Report.

\* Priority Planning Advisory Committee (PPAC) Meeting Schedule  
Transportation Board Room  
206 S. 17th Ave  
Phoenix, AZ 85007

(Meetings are held on Thursday unless otherwise noted)

- May 2, 2002 @ 1:30 PM
- June 6, 2002 @ 1:30 PM
- July 3, 2002 @ 1:30 PM – (Wednesday)
- August 1, 2002 @ 1:30 PM

- September 5, 2002 @ 1:30 PM
- October 3, 2002 @ 1:30 PM
- October 31, 2002 @ 1:30 PM
- December 5, 2002 @ 1:30 PM

## RIGHT OF WAY RESOLUTIONS

- |   |   |
|---|---|
| * | RES. NO: 2002-04-A-010<br>PROJECT: F-070-A-800 / 070GH330H502801R<br>HIGHWAY: GLOBE - LORDSBURG<br>SECTION: Pima - Thatcher<br>ROUTE NO.: U.S. Route 70<br>ENG. DIST: S<br>COUNTY: Graham<br>RECOMMENDATION: Amend Resolution 2001-05-A-033, dated May 18, 2001 due to a design change                          |
| * | RES. NO.: 2002-04-A-011<br>PROJECT: S 260-C-700 / 260NA350HX12201R<br>HIGHWAY: SHOW LOW-MCNARY-EAGAR<br>SECTION: S.R. 260 @ Porter Mtn. Road<br>ROUTE NO.: State Route 260<br>ENG. DIST.: G<br>COUNTY: Navajo<br>RECOMMENDATION: Establish additional right of way for Widening improvements                    |
| * | RES. NO.: 2002-04-A-013<br>PROJECT: U 060-D-801 / 060PN212H564201R<br>HIGHWAY: PHOENIX - GLOBE<br>SECTION: Florence Jct. T.I. – U.S. 60 @ S.R. 79<br>ROUTE NO.: U.S. Route 60<br>ENG. DIST.: G<br>COUNTY: Pinal<br>RECOMMENDATION: Amend Resolution 2001-03-A-015, dated March 16, 2001, due to a design change |
| * | <b>This Item has been deferred until the June 21<sup>st</sup> Board Meeting in SierraVista.</b>   |
|   | RES. NO.: 2002-04-A-014<br>PROJECT: NON FA 79-H / 080CH365H088801R<br>HIGHWAY: BENSON - DOUGLAS<br>SECTION: (Old S.R. 80)<br>ROUTE NO.: State Route 80<br>ENG. DIST.: S<br>COUNTY: Cochise<br>RECOMMENDATION: Disposal by abandonment to the City of Douglas  |

|   |                 |   |
|---|-----------------|---|
| * | RES. NO.:       | 2002-04-A-015                                       |
|   | PROJECT:        | F.A. 16 / F-022-5<br>-934/060GI242H088801R          |
|   | HIGHWAY:        | PHOENIX - GLOBE                                     |
|   | SECTION:        | Pinal County Line – Miami West City<br>Limits       |
|   | ROUTE NO.:      | U.S. Route 60                                       |
|   | ENG. DIST.:     | G   |
|   | COUNTY:         | Gila  |
|   | RECOMMENDATION: | Disposal by easement vacation<br>And extinguishment |

|   |                 |   |
|---|-----------------|---|
| * | RES. NO.:       | 2002-04-A-016   |
|   | PROJECT:        | M 600-2-609 / 051MA000H083902R                              |
|   | HIGHWAY:        | STATE ROUTE 51  |
|   | SECTION:        | McDowell - Glendale   |
|   | ROUTE NO.:      | State Route 51  |
|   | ENG. DIST.:     | M   |
|   | COUNTY:         | Maricopa  |
|   | RECOMMENDATION: | Establish additional right of way to<br>Construct HOV lanes |

### **STATE ENGINEER'S REPORT**

- \* Report on Construction and projects completed in March, 2002.
- \* Right of Way Acquisition Report for March, 2002.

### **CONSTRUCTION CONTRACTS**

#### Interstate, Non-Federal Aid

|                 |   |
|-----------------|---|
| BIDS OPENED:    | April 12                                    |
| HIGHWAY:        | CORDES JUNCTION-FLAGSTAFF<br>HIGHWAY (I-17) |
| SECTION:        | I-17 at Milepost 301.1                      |
| COUNTY:         | Yavapai                                     |
| ROUTE NO:       | I-17  |
| PROJECT:        | I-017-B-506 017 YV 301 H616301C             |
| FUNDING:        | 100% State                                  |
| LOW BIDDER:     | EME West Construction, Inc.                 |
| AMOUNT:         | \$ 76,658.00                                |
| STATE ESTIMATE: | \$ 86,813.74                                |
| \$ :            | \$ 10,155.74                                |
| % :             | 11.7%                                       |
| NO. BIDDERS:    | 4   |
| RECOMMENDATION: | AWARD                                       |

**Board Action:** A motion to approve the above recommendation was made by Mr. Jeffers, seconded by Mr. Hileman and passed unanimously.

\* BIDS OPENED: March 28  
HIGHWAY: FLAGSTAFF-HOLBROOK HIGHWAY (I-40)  
SECTION: I-40, Milepost 287, EB & WB  
COUNTY: Navajo  
ROUTE NO: I-40  
PROJECT: I-040-D-506 040 NA 287 H598101C  
FUNDING: 100% State  
LOW BIDDER: FNF Construction, Inc.  
AMOUNT: \$ 550,580.00  
STATE ESTIMATE: \$ 606,940.00  
\$ UNDER: \$ 56,360.00  
% UNDER: 9.3%  
NO. BIDDERS: 7  
RECOMMENDATION: AWARD

(Interstate Federal-Aid "A", "B" projects that do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations)

BIDS OPENED: April 4  
HIGHWAY: MESQUITE-LITTLEFIELD-NORTH  
HIGHWAY (I-40)  
TOPOCK-FLAGSTAFF HIGHWAY I-40)  
FLAGSTAFF-HOLBROOK HIGHWAY (I-40)  
SECTION: I-15, Milepost 12 to Milepost 29  
I-40, Milepost 00.20 to Milepost 191.10  
I-40, Milepost 249 to Milepost 290  
COUNTY: Mohave, Coconino, Yavapai, Navajo  
ROUTE NO: I-15, I-40  
PROJECT: STP-015-A(001)A 015 MO 012 H583301C  
STP-040-A(003)A 040 MO 000 H583601C  
STP-040-D(009)A 040 CN 249 H587201C  
FUNDING: 94% Federal 6% State  
LOW BIDDER: Surface Preparation Technologies, Inc.  
AMOUNT: \$ 273,837.01  
STATE ESTIMATE: \$ 355,575.00  
\$ UNDER: \$ 81,737.99  
% UNDER: 23%  
NO. BIDDERS: 3  
RECOMMENDATION: AWARD

**Board Action:** A motion to approve the above recommendation was made by Mr. Hileman, seconded by Mr. Radicke and passed unanimously.

BIDS OPENED: March 28  
HIGHWAY: ASH FORK-FLAGSTAFF HIGHWAY (I-40)  
SECTION: Seismic Retrofit Various Bridges on I-40  
COUNTY: Coconino  
ROUTE NO: I-40  
PROJECT: BR-040-C(003)A 040 CN 185 H560301C  
FUNDING: 80% Federal 20% State  
LOW BIDDER: Weyher Construction Company, LLC  
AMOUNT: \$ 497,490.75  
STATE ESTIMATE: \$ 445,164.00  
\$OVER : \$ 52,326.75  
% OVER: 11.8%  
NO. BIDDERS: 5  
RECOMMENDATION: AWARD

(Non-Interstate Federal-Aid ("A","B" projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations)

**Board Action:** A motion to approve the above recommendation was made by Mr. Radicke, seconded by Mr. Hileman and passed unanimously.

\* BIDS OPENED: April 4  
HIGHWAY: WILLIAMS-GRAND CANYON-CAMERON  
HIGHWAY (SR 64)  
WILLIAMS-CAMERON HIGHWAY (SR 64)  
SECTION: Tusayan Street  
Junction I-40 - North  
COUNTY: Coconino  
ROUTE NO: SR 64  
PROJECT: NH-064-A(001)A 064 CN 233 H525201C  
NH-064-A(002)A 064 CN 185 H589201C  
FUNDING: 94% Federal 6% State  
LOW BIDDER: Fann Contracting, Inc.  
AMOUNT: \$ 3,687,370.00  
STATE ESTIMATE: \$ 4,050,025.30  
\$ UNDER: \$ 362,655.30  
% UNDER: 9.0%  
NO. BIDDERS: 6  
RECOMMENDATION: AWARD



## AMENDMENT

(Non-Interstate Federal-Aid ("A","B" projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations)

BIDS OPENED: March 28  
HIGHWAY: CARRIZO-WHITERIVER-INDIAN PINES  
HIGHWAY (SR 73)  
SECTION: Whiteriver-Coal Mine Canyon  
COUNTY: Navajo  
ROUTE NO: SR 73  
PROJECT: STP-073-A(002)A 73 NA 342 H555901C  
FUNDING: 94% Federal 6% State  
LOW BIDDER: Hatch Construction & Paving, Inc.  
AMOUNT: \$ 1,511,889.13  
STATE ESTIMATE: \$ 2,006,600.00  
\$UNDER : \$ 494,710.87  
% UNDER: 24.7%  
NO. BIDDERS: 6  
RECOMMENDATION: AWARD

COMMENTS: At the bid opening, Hatch Construction and Paving, Inc. was read as the apparent low bidder with a bid of \$1,511,889.13. The second low bidder, Combs Construction Company, Inc. bid \$1,544,163.00. On April 8, 2002, the Department received a protest of prospective award from Combs Construction Company, Inc. The protest states in part, "Hatch Construction Company is not a Responsible Bidder", "The Bid of Hatch Construction Company Should be Considered Irregular by the Department because it is Materially Unbalanced", and "The Award of the Subject Project to Hatch Construction Company Gives it an Unfair Competitive Advantage Over Combs Construction Company, Inc. and other Bidders."

Combs Construction contends that Hatch Construction intends to use a materials pit which is located in Taylor which at this time has not been approved by ADOT for use on this project.

On April 10, 2002, the Department requested that Hatch Construction and Paving respond to the protest with particular emphasis on a commitment from the firm to complete the project according to the contract even if the Taylor pit cannot be used. Department staff evaluated the submittals and also considered ADOT's experience with Hatch Construction. Department staff determined that Hatch Construction and Paving is the lowest responsive and responsible bidder. Therefore, Staff recommends award to the low bidder, Hatch Construction and Paving, Inc.

See Attachment B, Index Page and Pages B-001 through B-055.

Ms. Tischer reported two issues with this project, an underrun item and a bid protest. She said the project bids underran 24.7 percent from the estimate and, upon analyzing the bids, it appears the department overestimated the milling costs and the cost for asphalt and concrete. She stated the bid protest was submitted by the second low bidder, Combs Construction. She explained the protest is that the apparent low bidder does not have a materials source, noting the department typically does not require contractors to present their material sources in order to perform projects. She said, therefore, it is the department's position that the apparent low bidder was responsive and recommended award to Hatch Construction.

Mr. Horwitz, Combs Construction, accused ADOT of giving preferential treatment to Hatch Construction, to the point of waiving strict specification requirements. He said ADOT officials have shut their eyes to reality and awarded the project to a contractor that clearly does not have the ability or resources to do the job. He acknowledged that the specifications do not require a contractor to demonstrate that they have a viable source, stating, however, ADOT has the right and power to exercise its discretion in the event the low bidder does not have the ability or resources necessary. He questioned Hatch's ability to utilize the Taylor Pit stating it is in jeopardy of not receiving approval. He asked whether Hatch Construction bid the project anticipating it would have the ability to get another conditional approval, stating that is what happened on at least two other occasions. He said Mr. Jacobs of the Arizona State Historical Preservation Society specifically rejected the pit and the report done by the consultant hired by Hatch Construction, noting the pit has five burial sites in the area that have not been surveyed. He stated a memo from Jerry McConnell to Elaine Levins dated July 25, 2001 indicates ADOT was aware that the Taylor pit had been rejected by SHPO and that Dr. Scott's report was deficient. He stated Mr. Jacobs received a revised survey report that recorded the presence of five archeological sites, however it too was deemed unreliable and the site was not approved. He referred to a letter dated September 6, 2001 to Dr. Scott from Mr. Richard Duarte, notifying Dr. Scott that his reports will no longer be accepted by ADOT because they are considered unreliable. He quoted an excerpt from an email from Serelle Laine wherein she states "At this point, I suggest we just let the darn thing go through, it's definitely not what we asked Dr. Scott to do but I don't think I can look at it one more time. I'm pretty sure that's the strategy, to wear us down." In a memo from Serelle Laine to Thor Anderson, Ms. Laine states "Therefore a finding of no historic properties affected is appropriate for this project. It is not necessary to coordinate this undertaking with SHPO." Mr. Horwitz contended that it is necessary to coordinate the undertaking with SHPO, citing Sections 101 and 104 of the specifications that govern ADOT projects. Mr. Hatch noted ADOT previously allowed Hatch Construction Company to delete required work to prevent a project from being delayed into a third season. He said when Mr. Crockett asked Mr. Hatch to address the bid protest in a letter dated April 10, 2002, Mr. Hatch responded, but did not provide particulars as to the existence of alternative approved sources. He suggested he would not be before the Board had Mr. Hatch come forward with an approved alternative source. He said the state has the power and discretion to demand that Hatch Construction demonstrate that it has the resources necessary to perform the work. He said, therefore, the Board can either choose to ignore the reality that Hatch Construction

Company submitted its bid with the anticipation of using an unapproved pit, or it can maintain the public's confidence and recognize that Hatch Construction Company does not have the resources necessary to do the work and award the project to the next low bidder or put the matter up for rebid.

Mr. William Higgins informed the Board that they received a response from Hatch Construction indicating they had alternative material sources should the Taylor pit not be approved.

Mr. Gerald Hatch, Hatch Construction Company, assured the Board they have at least four or five other sources in the area. He stated they did not intend to use the Taylor pit when they submitted their bid because of the problems with Dr. Scott's report. Mr. Hatch pointed out Dr. Scott has done a number of environmental analyses for ADOT over the last few years and was recommended to them by another contractor.

**Board Action:** A motion to approve the above recommendation was made by Mr. Jeffers and seconded by Mr. Hileman.

Mr. Martin asked if it would be possible for the Engineering Department to ensure the Taylor Pit is not utilized on the project. Mr. Higgins stated they would not allow the material to go into the project if the Taylor pit is not approved, however, the material could be used if the pit is cleared environmentally. Mr. Martin asked if the other sources could be named. Mr. Hatch stated, while he could name the sources for the Board, he does not feel he should have to provide their names to the protestors.

Mr. Jeffers asked Mr. Higgins if, in certain cases, the state specifies which pits can be used for particular jobs. Mr. Higgins responded yes. He clarified that in this particular situation the state did not specify a particular source, explaining it was a contractor furnished source. Mr. Jeffers asked Mr. Higgins if there would be any reason not to award the contract as long as the Department is satisfied that the bid is good and that the source of the material has been approved. Mr. Higgins answered no. He noted three of the four pits cleared by Hatch are in the area.

Upon a call for the question, the motion passed unanimously.

|   |                 |   |
|---|-----------------|---|
| * | BIDS OPENED:    | April 4                                   |
|   | HIGHWAY:        | TUCSON-ORACLE JUNCTION HIGHWAY<br>(SR 77) |
|   | SECTION:        | Junction Miracle Mile-Pusch View Lane     |
|   | COUNTY:         | Pima                                      |
|   | ROUTE NO:       | SR 77                                     |
|   | PROJECT:        | STP-077-A(003)A 077 PM 069 H525601C       |
|   | FUNDING:        | 94% Federal 6% State                      |
|   | LOW BIDDER:     | Granite Construction Company              |
|   | AMOUNT:         | \$ 5,549,549.00                           |
|   | STATE ESTIMATE: | \$ 6,202,532.65                           |
|   | \$UNDER :       | \$ 652,983.65                             |

% UNDER: 10.5%  
NO. BIDDERS: 8  
RECOMMENDATION: AWARD

\* BIDS OPENED: March 28  
HIGHWAY: WICKENBURG-KINGMAN HIGHWAY  
(US 93)  
SECTION: Date Creek Section  
COUNTY: Yavapai  
ROUTE NO: US 93  
PROJECT: NH-093-B(005)A 093 YV 172 H526601C  
FUNDING: 94% Federal 6% State  
LOW BIDDER: FNF Construction, Inc.  
AMOUNT: \$ 1,448,196.35  
STATE ESTIMATE: \$ 1,620,008.85  
\$ UNDER: \$ 171,812.50  
% UNDER: 10.6%  
NO. BIDDERS: 3  
RECOMMENDATION: AWARD

BIDS OPENED: March 28  
HIGHWAY: SAFFORD-SPRINGERVILLE HIGHWAY  
(US 191)  
SECTION: US 191, Greenlee County Line-Milepost 151.58  
COUNTY: Greenlee  
ROUTE NO: US 191  
PROJECT: ACSTP-191-C(001)A 191 GE 144 H303001C  
FUNDING: 94% Federal 6% State  
LOW BIDDER: Kiewit Western Co.  
AMOUNT: \$ 12,930,000.00  
STATE ESTIMATE: \$ 15,311,732.00  
\$ UNDER: \$ 2,401,732.00  
% UNDER: 15.7%  
NO. BIDDERS: 6  
RECOMMENDATION: AWARD

**Board Action:** A motion to approve the above recommendation was made by Mr. Jeffers, seconded by Mr. Radicke and passed unanimously.

\* BIDS OPENED: April 4  
HIGHWAY: SANTAN FREEWAY (202)  
SECTION: Price/Santan T.I.  
COUNTY: Maricopa  
ROUTE NO: SR 202  
PROJECT: ACSTP-202-C(004)B 202 MA 050 H515001C

FUNDING: 85% Federal 13% RARF 2% City of Chandler  
LOW BIDDER: Edward Kraemer & Sons, Inc.  
AMOUNT: \$ 48,374,811.02  
STATE ESTIMATE: \$ 53,810,000.00  
\$ UNDER: \$ 5,435,188.03  
% UNDER: 10.1%  
NO. BIDDERS: 3  
RECOMMENDATION: AWARD

Non-Interstate, Non Federal Aid

\* BIDS OPENED: March 28  
HIGHWAY: KINGMAN-SELIGMAN HIGHWAY  
SECTION: SR 66 @ Airway Avenue  
COUNTY: Mohave  
ROUTE NO: SR 66  
PROJECT: S-066-A-502 066 MO 057 HX07001C  
FUNDING: 67% State 33% City of Kingman  
LOW BIDDER: Combs Construction Company, Inc.  
AMOUNT: \$ 207,332.00  
STATE ESTIMATE: \$ 211,612.00  
\$ UNDER \$ 4,280.00  
% UNDER: 2.0%  
NO. BIDDERS: 5  
RECOMMENDATION: AWARD

BIDS OPENED: March 28  
HIGHWAY: CORDES JUNCTION-PRESCOTT HIGHWAY  
SECTION: Lake Valley Road-Prescott East Highway  
COUNTY: Yavapai  
ROUTE NO: SR 69  
PROJECT: S-069-A-506 069 YV 287 H386501C  
FUNDING: 100% State  
LOW BIDDER: Han Mar Energy, Inc.  
AMOUNT: \$ 60,640.00  
STATE ESTIMATE: \$ 94,900.00  
\$ UNDER: \$ 34,260.00  
% UNDER: 36.1%  
NO. BIDDERS: 8  
RECOMMENDATION: AWARD

**Board Action:** A motion to approve the above recommendation was made by Mr. Radicke, seconded by Mr. Hileman and passed unanimously.

\*

BIDS OPENED: March 28  
HIGHWAY: GLOBE-LORDSBURG HIGHWAY (US 70)  
SECTION: US 70 Drainage Improvements, MP 252.15  
COUNTY: Gila  
ROUTE NO: US 70  
PROJECT: U-070-A-507 070 GI 252 H558301C  
FUNDING: 100% State  
LOW BIDDER: Jonovich Companies, Inc.  
AMOUNT: \$ 62,035.00  
STATE ESTIMATE: \$ 65,087.00  
\$ UNDER: \$ 3,052.00  
% UNDER: 4.7%  
NO. BIDDERS: 8  
RECOMMENDATION: AWARD

**AMENDMENT**

Non-Interstate, Non Federal Aid

BIDS OPENED: February 28  
HIGHWAY: STATE PARK OFF-SYSTEM (SR 82)  
SECTION: Patagonia Lake State Park, Phase II  
COUNTY: Santa Cruz  
ROUTE NO: SR 82  
PROJECT: F-082-A-500 082 SC ASP H534301C  
FUNDING: 100% State  
LOW BIDDER: Southern Arizona Paving & Construction, Co.  
AMOUNT: \$ 888,170.00  
STATE ESTIMATE: \$ 995,000.00  
\$ UNDER: \$ 106,830.00  
% UNDER: 10.7  
NO. BIDDERS: 8  
RECOMMENDATION: AWARD

COMMENTS: At a bid opening, Dar-Hil Corporation was read as the apparent low bidder with a bid of \$843,787.00. The second low bidder, Combs Construction Company Inc., bid \$855,510.15 while the third bidder, Southern Arizona Paving & Construction Co., bid \$888,170.00. In its bid documents, Dar-Hil Corporation failed to acknowledge receipt of addendum No. 1. Combs Construction Company, Inc. failed to acknowledge receipt of addendum No. 1. Southern Arizona Paving & Construction acknowledged receipt of addendum No. 1.

Upon review, the State Engineer has determined that the failure to acknowledge receipt of an addendum is

a material defect in the bid. Addendum No. 1 modified the pipe material requirements of the handrail item which impacts the cost of the handrail. Failure to acknowledge receipt makes it unclear whether a bidder has responded to the proposal as advertised.

Therefore, Department staff recommends that the Board reject the bids of Dar-Hil Corporation and Combs Construction Company Inc. and award the contract to Southern Arizona Paving & Construction Co.

**See Attachment A, Index Page and Pages A-001 through A-047.**

Mr. Higgins reported a bid protest was received on this project. He explained, at bid opening, Dar-Hil Corporation was the apparent low bidder, however, the contractor did not number the addendum sheet as required. He said, while they at first considered it a minor oversight, upon second review they feel it presents two problems. He said they did not want to speculate as to what the contractor knew or did not know, explaining they could not determine if the contractor took the change in specifications into consideration because the number was not identified at the top of the addendum sheet. He also expressed concern about setting a precedence by accepting incomplete bidding documents. He recommended the project be awarded to the third low bidder, Southern Arizona Paving and Construction Company in the amount of \$808,170.

Mr. Jeremy Wiley, Dar-Hil Corporation, acknowledged they inadvertently left the number off, stating, however, the heading on the page only requires a signature. He pointed out Southern Arizona's bid protest was not filed within 14 days as specified in the documentation and, ironically, failed to fill in the project number on the very same page of their bid.

Mr. Larry Ashton, Southern Arizona Paving, said ADOT has always been very precise and clear with regard to addendums on different projects. He stated he made sure their addendum was numbered correctly at the time of the bid opening. He assured the Board they would do their best should they be awarded the project.

Mr. Jeffers asked Mr. Higgins how many addendums there were for the project. Mr. Higgins answered one. Mr. Jeffers asked if it would be safe to assume that the addendum sheet submitted was for the addendum to the project. Mr. Higgins stated, not necessarily, explaining the contractor signed the sheet two days before the addendum came out. Mr. Crocket explained that every contract has a sheet for contractors to acknowledge receipt of addenda, whether an addendum is issued or not. He said it clearly states in the instructions that the contractor must sign and write the number of addenda on the lines. Mr. Jeffers asked if Southern Arizona's failure to write a number on the project number line is a material factor. Mr. Crocket stated the project number line is filled in by ADOT.

Chairman Dusenberry asked Mr. Crocket to address Mr. Wiley's remarks concerning the protest not being made in a timely manner. Mr. Crocket said, while the Board could throw out Southern Arizona Paving's protest, it would not alter the time frame the State Engineer has to make his decision. He said subsection 103.10 of the standard specifications stipulates that any interested party has seven days from the date of the bid opening to submit a protest, except in the situation of a disadvantaged business enterprise protest. He stated the attorney representing Southern Arizona Paving submitted their protest on March 14 and the opening date of the bid was February 28. Chairman Dusenberry asked if the Board has ever accepted a protest after the protest date. Mr. Crockett stated, to his recollection, the time frame has not always been included in the specifications. He said in the past, based on the circumstances, contractors have been afforded opportunities after the seven day period in which to submit a protest.

Mr. Hileman questioned the relevance of Dar-Hil's failure to number the addendum sheet. Mr. Higgins explained their concern was based on the ramifications neglecting to indicate the addendum number could have on future bids.

Chairman Dusenberry asked Mr. Higgins to review the timeline of events. Mr. Higgins explained they sent a letter to Dar-Hill indicating their failure to put the number on the addenda sheet did not have a major impact on bidding. He said they received a letter on March 14 from Southern Arizona indicating their protest. He stated they sent a letter on April 3 to the three low bidders indicating they had reviewed the protest and would be recommended that the project be awarded to the third low bidder.

Mr. Hileman questioned why it would be more important to put the addendum number than the project number. He asked if the first two bidders are invalid because of their omission and, regardless of the protest, Southern Arizona Paving should be awarded the project. Mr. Acosta explained, typically, the failure to acknowledge an addendum would result in the bid's disqualification. He said the department cannot know who the low bidder is if it cannot determine that all bidders were aware of an addendum. Mr. Hileman asked why a contractor would sign a Certification with Respect to the Receipt of Addenda if they had not received an addendum. Mr. Acosta stated, because the document is included in every packet, the contractor's signature is not an indication that an addendum was included. He stated, while the Board has discretion, it would require a lot of speculation and it would open the door to future issues.

**Board Action:** A motion to approve the above recommendation was made by Mr. Radicke and seconded by Mr. Martin.

Mr. Jeffers asked what is the nature of the addendum. Mr. Crockett explained that, initially, the nature of the addendum, changing a telephone number and changing the pipe requirement of the handrail, was felt to be insignificant, however, the State Engineer changed his position upon closer look at the ramifications of awarding the contract when there is a level of uncertainty and based on possible future ramifications.

Mr. Hileman asked if Mr. Wiley mentioned that he was aware of the addendum in his bid. Mr. Crockett stated, from the face of the bid submitted, they do not know that for a fact.



Mr. Gant stated he does not have a problem with staff's recommendation because of the bad precedence awarding the contract to Dar-Hil could set. He said, however, he is bothered by the appearance that the department changed its position under pressure from the third low bidder, even though the protest was filed after the department's time guideline. Mr. Crockett clarified that the time guidelines apply to the contracting community, not the department.

Mr. Martin asked what would happen if they threw all of the bids out and started the bidding process over. Mr. Acosta explained the statutes state the Board can reject all bids if it is concerned about the way the competition came out, because all bids were too high or because it does not believe all bidders understood the project. He said, however, the Board is not supposed to reject all bids merely because it cannot decide who should be awarded the contract. Mr. Martin expressed his opinion the issue is whether the bidding process procedures were followed correctly. Mr. Higgins noted the State Engineer informed Dar-Hil prior to the meeting what he intended to tell the Board.

Upon a call for the question, the motion passed by a vote of five to two (Mr. Hileman and Mr. Jeffers voted nay).

|                 |                                   |
|-----------------|-----------------------------------|
| BIDS OPENED:    | April 4                           |
| HIGHWAY:        | PAYSON-WINSLOW HIGHWAY (SR 87)    |
| SECTION:        | Intersection SR 87 at SR 260 West |
| COUNTY:         | Coconino                          |
| ROUTE NO:       | SR 87                             |
| PROJECT:        | F-073-A-521 087 CN 278 H457101C   |
| FUNDING:        | 100% State                        |
| LOW BIDDER:     | A. Miner Contracting, Inc.        |
| AMOUNT:         | \$ 481,998.45                     |
| STATE ESTIMATE: | \$ 602,204.00                     |
| \$ UNDER:       | \$ 120,205.55                     |
| % UNDER:        | 20%                               |
| NO. BIDDERS:    | 10                                |
| RECOMMENDATION: | AWARD                             |

**Board Action:** A motion to approve the above recommendation was made by Mr. Jeffers, seconded by Mr. Hileman and passed unanimously.

|   |              |                                  |
|---|--------------|----------------------------------|
| * | BIDS OPENED: | April 4                          |
|   | HIGHWAY:     | PAYSON-SHOW LOW HIGHWAY (SR 260) |
|   | SECTION:     | Christopher Creek Bridge         |
|   | COUNTY:      | Gila                             |
|   | ROUTE NO:    | SR 260                           |
|   | PROJECT:     | S-260-B-502 260 GI 274 H456301C  |
|   | FUNDING:     | 100% State                       |
|   | LOW BIDDER:  | Caitlin Construction, Inc.       |

AMOUNT: \$ 90,885.00  
STATE ESTIMATE: \$ 87,478.00  
\$ :OVER \$ 3,407.00  
% OVER: 4.0%  
NO. BIDDERS: 8  
RECOMMENDATION: AWARD

\* BIDS OPENED: April 4  
HIGHWAY: SHOW LOW – MCNARY- EAGAR  
HIGHWAY (SR 260)  
SECTION: SR 260 – Porter Mountain Road  
COUNTY: Navajo  
ROUTE NO: SR 260  
PROJECT: S-260-C-504 260 NA 350 HX12201C  
FUNDING: 67% State 33% Town of Pinetop-Lakeside  
LOW BIDDER: Combs Construction Company, Inc.  
AMOUNT: \$ 204,035.50  
STATE ESTIMATE: \$ 216,227.00  
\$ UNDER \$ 12,191.50  
% UNDER: 5.6%  
NO. BIDDERS: 5  
RECOMMENDATION: AWARD


### CONSENT AGENDA

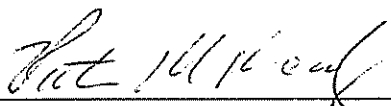
**Board Action:** A motion to approve the Consent Agenda was made by Mr. Radicke, seconded by Mr. Gant and passed unanimously.

### **Adjourn**

Chairman Dusenberry thanked everyone for their participation.

The meeting adjourned at 1:41 p.m.

  
KATIE DUSENBERRY, Chairman  
State Transportation Board

  
VICTOR MENDEZ, Director  
Arizona Department of Transportation

\*Denotes items approved in the consent agenda.